

2 clever layouts in small spaces



Atlas GP40-2 diesel tested

March 2009 • www.ModelRailroader.com

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Make a layout look BIGGER

3 how-to projects that suggest depth

Make a gravel pit • Model a canyon • Add backdrop hills

Add scenery and streets to a sectional layout

HOW TO

Weather a cement hopper with real cement

Model realistic track bumpers

Scratchbuild an easy trackside structure

Use DCC to simulate train-weight momentum

Mike Confalone shows you how he built a gritty gravel industry. See page 40

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Vol. 76 • Issue 3

News & Products



The Wisconsin & Southern RR unveiled boxcar no. 503194 at its Horicon, Wis., paint shops in November. The car, part of WSOR's canned-goods

fleet, was decorated to match an HO scale car made by Athearn Trains. The model was a fund-raiser for a holiday steam train excursion. Cody Grivno photo

Prototype car painted to follow model

In a reversal of the way railroad models usually copy the prototype, the Wisconsin & Southern RR recently painted and lettered a 1:1 scale double-plug-door boxcar to match an HO scale car issued by Athearn Trains.

The car, painted like a block of Swiss cheese to honor the cheese-making city of Plymouth, Wis., matches the model car right down

to its road number, 503194, and the position of its "Swiss cheese" holes.

Athearn issued the HO scale car with Plymouth-based Sargento Cheese to be sold as a fund-raiser for the visit of the Santa Steam Train to Plymouth in December. The excursion train, led by restored Soo Line 2-8-2 no. 1003, made a photo run over WSOR rails from Elkhart Lake, Wis., to Milwaukee on Dec. 14. The models were offered as souvenirs of the event.

The prototype car was revealed to railfans and industry observers at WSOR's Horicon, Wis., paint shop on November 25. It was part of the Santa Steam Train's consist, making the trip laden with cut Christmas trees for delivery to families who signed up.

After the excursion, the boxcar became part of WSOR's canned-goods fleet, giving it the potential to travel across the country in interchange service.

Highlighted in this issue

- 10** San Juan Car Co. D&RGW narrow-gauge caboose
- 11** HO scale Electro-Motive Division GP15-1 by Walthers
- 12** N scale EMD E8A and E9A diesels from Kato USA
- 14** Assorted N scale freight cars by Micro-Trains Line
- 17** List of manufacturers in News & Products

LGB trains to be distributed by Walthers

LGB trains will be distributed exclusively in North America by Wm. K. Walthers Inc. effective Jan. 1, 2009, Märklin Inc., the North American subsidiary of Gebr. Märklin & Cie. GmbH of Germany, announced Dec. 23.

Walthers will handle sales, warehousing, and distribution of the LGB product line. In addition, Walthers will provide warranty and retail service for LGB products, and

will stock a full assortment of LGB parts, Märklin Inc. reported.

Märklin Inc., of New Berlin, Wis., will provide marketing and product/technical support to Walthers and the North American market.

Enthusiasts and dealers can visit www.lgb-bahn.de to download the 2008 LGB New Items brochure. LGB's new items for 2009 will be announced in February at the Nürnberg Toy Fair in Germany.

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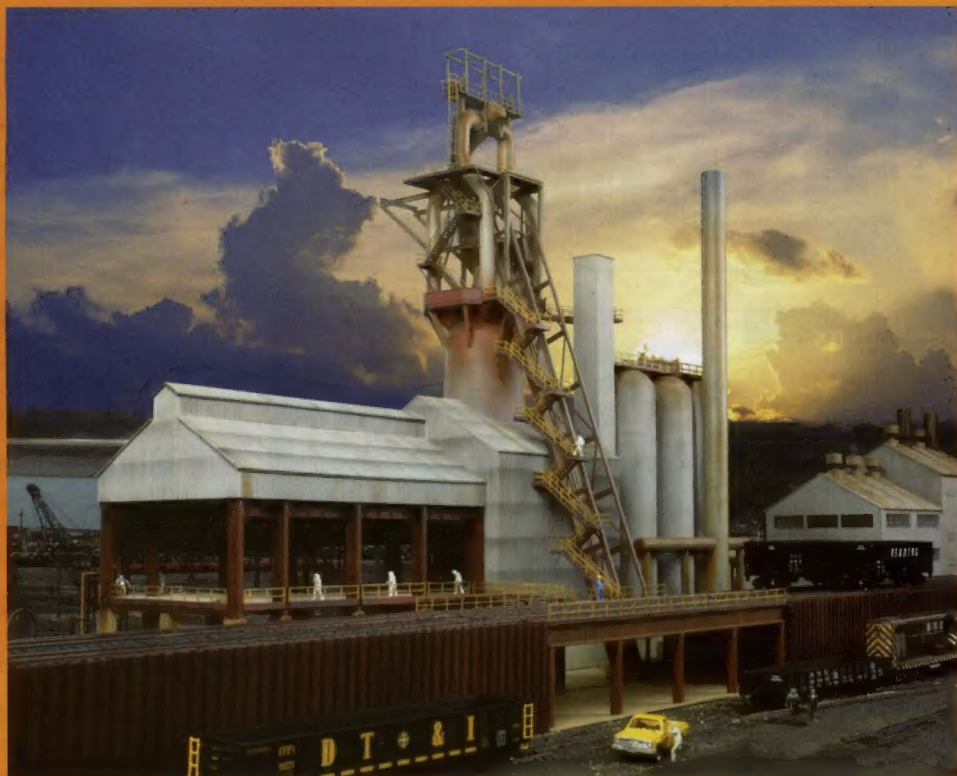
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shows you how
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gravel industry.
See page 40

On the cover: Whether it's a gravel pit, a canyon, or distant hills, modeling big things in small spaces can make a layout look larger. Mike Confalone photo

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Coming next issue: Modeler John Grosner worked hard to get the correct look of Derby Junction, Conn., on his HO scale New Haven layout. Learn some of John's techniques in the April issue. Lou Sassi photo



3800 Horses on Your HO Line

Chug it around your modern HO layout, or display it in your home or office as a patriotic symbol. Genesis celebrates those who fought in Operation Desert Storm with a commemorative SD60M locomotive that ranks with the industry's best. Made using state-of-the-art tooling, the vibrant red, white, and blue model comes fully assembled.

It's just one of many new SD60M and SD60I models now available from Genesis at a hobby store near you. Attention to detail is a Genesis

hallmark, and these are no exception with plenty of injection-molded, die-cast, lost wax casting, and photo-etched parts.

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From the Editor

The ultimate board game

Neil Besougloff, Editor



My son and I were invited for an operating session on David Popp's N scale New Haven RR layout not too long ago.

While we were putting on our coats for the drive to David's house, my other teenage son asked where we were going. I told him we were headed for David's house to operate his layout.

"So, you're going to your friend's house for a role-playing game," he said with a sly grin.

"Well, you could put it that way," I replied, trying to keep the vision of a bunch of model railroaders playing *Dungeons & Dragons* out of my head.

Earlier at dinner I described a model railroad operating session to my wife as a board game with moving pieces, at times like chess or checkers in the sense that if you don't plan your moves properly there are consequences.

At David's house I shared both conversations with the crew – executive editor Andy Sperandio, his friend Gordy Spiering, associate editor Cody Grivno, DCC Corner columnist Mike Polsgrove, and of course David.

Andy, who was running David's Waterbury yard this night, said operating a model railroad could be considered a board game, but joked that you have to build the board first.

My son and I were assigned a local out of Waterbury yard that switched the towns of Prospect Hill and Beacon before returning

to Waterbury. Our big chess move of the evening was cleverly leaving two boxcars behind at the Firestone plant in Prospect Hill, planning to pick them up on the return trip from Beacon. It turned out to be a smart decision since while in Beacon, our nine-car train barely fit into a siding as the 2:37 p.m. commuter RDC passed through town on its way to Waterbury. If we had those two other boxcars in our train there would have been a problem.

We picked up the two boxcars on the return trip through Prospect Hill, adding them to the front of the train. Proud of our boxcar accomplishment, my son and I lauded each other on our switching prowess. Since David's layout overall is about the size of a spare room, everyone else could hear us.

However, after we pulled into the yard at the end of our turn, yardmaster Andy took a quick look at the car cards for the two boxcars. "Excuse me," Andy said, bursting our bubble, "but these two boxcars should have stayed back in Prospect Hill."

Oops.

But no one took issue with our mistake, and we all shared a laugh. After all, as *Model Railroader* magazine has noted for many years, model railroading is fun!

NEIL BESOUGLOFF

Contributing to *Model Railroader*

We welcome contributions from our readers, including articles, photographs, and prototype drawings. For detailed information on submitting material to MR, contact our editorial associate Eric Stelpflug at 262-796-8776, ext. 583, or mrmag@mrmag.com. *Model Railroader* assumes no responsibility for the safe return of unsolicited material. We assume unsolicited material is intended for publication by Kalmbach Publishing Co. unless otherwise noted. We assume letters, questions, news releases, and club news items are contributed gratis.

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Editorial offices

Phone: 262-796-8776
Fax: 262-796-1142
E-mail: mrmag@mrmag.com
Web site: www.modelrailroader.com

Advertising

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Steven Otte



U.S. Air Force Maj. Bernard Strouth built this HO scale kit, Grandt Line's "No Problem Joe's," while stationed in Afghanistan. Bernard Strouth photo

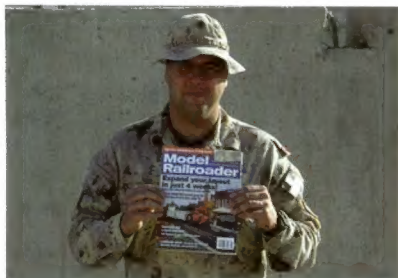
Hobbyists bring model railroading along on duty

Just because they're stationed overseas with the military doesn't keep some model railroaders from enjoying their hobby.

Bernard J. Strouth, a U.S. Air Force major, sent a letter and pictures showing how he put together an HO scale structure kit while deployed in Afghanistan. He has a compact modeling tool and paint kit that goes where he does.

"As I am always ready to deploy, so must be my hobby," he wrote.

Martin Desrochers, a corporal with the Canadian Army stationed at Kandahar Airfield, Afghanistan, keeps up with the hobby by reading *Model Railroader* magazines his wife sends from home. Martin says he enjoyed the latest batch of magazines and can't wait for the next. "Keep up the good work, you have brightened my day," he wrote.



Corporal Martin Desrochers says he looks forward to receiving his *Model Railroader* in Afghanistan.

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Associate editor Cody Grivno shows you new products, modeling tips, and more!



On3 and On2½ Denver & Rio Grande Western long radial-roof caboose. San Juan Car Co. expanded its narrow-gauge offerings with this D&RGW prototype caboose. The ready-to-run model features wire grab irons, detailed brake gear, and full window glazing. The suggested retail price is \$119.95.

HO scale locomotives

Electro-Motive Division GP39-2 Phase 1 diesel locomotive.

Atchison, Topeka & Santa Fe (blue and yellow freight scheme), CSX (blue, gray, and yellow), Delaware & Hudson, and Portland & Western. Two road numbers available. Also available undecorated. Five-pole

skew-wound motor with dual flywheels, die-cast metal under-frame, and Accumate magnetic knuckle couplers. Trainman series. \$99.95; undecorated, \$94.95. May 2009. Ready-to-run. Atlas Model Railroad Co.

Milwaukee Road F7 diesel locomotives. Black and orange. A

unit, one road number available; A-B sets, two numbers each. Five-pole skew-wound motor with flywheels, working Mars light, and prototype-specific details. A unit: Direct current model, \$139.98; with Digital Command Control and sound, \$209.98. A-B sets: DC model, \$279.98; with DCC and sound, \$419.98. May 2009. Genesis series. Athearn Trains

Proto 2000 Electro-Motive Division F3 diesel locomotive.

Atchison, Topeka & Santa Fe (blue-and-yellow freight scheme, A-B set, two road number sets available); Baltimore & Ohio (blue and gray, A unit, B unit, or A-B set); Chicago, Burlington & Quincy (white and red, A unit or A-B set); Denver & Rio Grande Western (yellow and white, A-B set only, two numbers); Great Northern (green and orange, A unit, two numbers), New York Central (lightning stripe scheme, A unit or A-B set); Southern Pacific ("Black Widow" scheme, A-B set, two numbers); and Union Pacific (A-B

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set or B unit only). One road number unless noted; also available undecorated. Five-pole skew-wound motor with flywheels, etched-metal and wire details, and Proto-Max magnetic knuckle couplers. A-B sets: Direct-current models, \$299.98; with Digital Command Control and sound, \$429.98. Individual A or B units: DC models, \$159.98; with DCC and sound, \$229.98. Ready-to-run. Wm. K. Walther's Inc.

HO scale train sets



Electro-Motive Division F7 train sets. CSX (pictured); Atchison, Topeka & Santa Fe; and Union Pacific. Includes EMD F7A diesel locomotive with matching caboose, three freight cars, power supply, and 36" x 45" oval of Bachmann E-Z Track with gray roadbed. \$109.98. Ready-to-Roll. Athearn Trains



HO scale Electro-Motive Division GP15-1 diesel locomotive. In stores now is this GP15-1 diesel from Proto 1000 by Walther's. In addition to the Conrail "Quality" paint scheme shown, the ready-to-run models are also available decorated for the Burlington Northern, Burlington Northern Santa Fe (BN patch or Heritage I scheme), California Northern, Chicago & North Western, CSX, Norfolk Southern, and Union Pacific. They feature prototype-specific details and magnetic knuckle couplers, and sell for \$109.98 each.

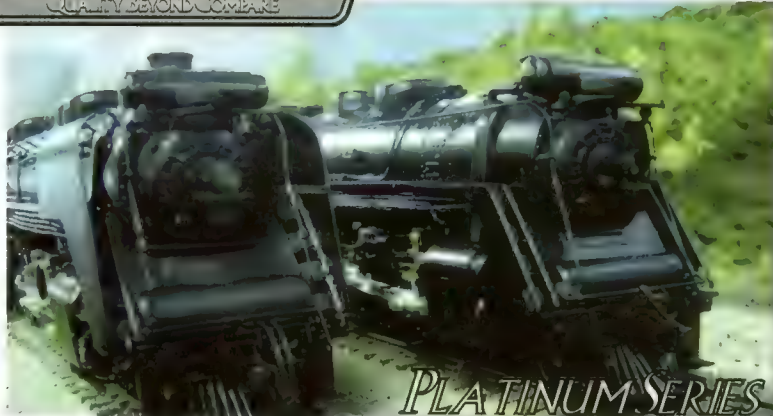
HO freight cars

89-foot American Car & Foundry intermodal flatcar. Erie Western, Florida East Coast, Providence & Worcester, and Trailer Train. Four car numbers available; also avail-

able undecorated. Three different hitch styles, container pedestals, and Accumate magnetic knuckle couplers. \$35.95; undecorated, \$29.95. May 2009. Ready-to-run. Atlas Model Railroad Co.



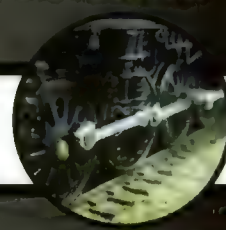
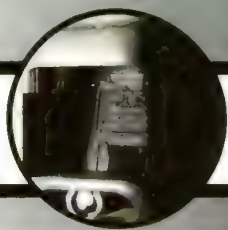
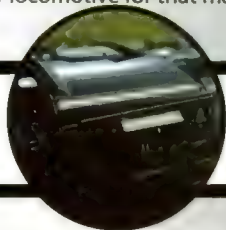
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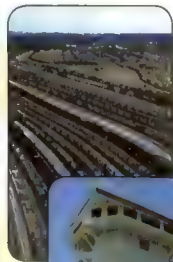


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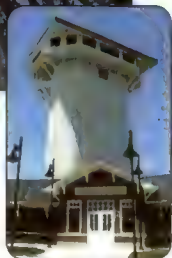


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News&Products



N scale Electro-Motive Division E8A and E9A diesel locomotives. Kato capped off its Pennsylvania RR *Broadway Limited* and Southern Pacific *Morning Daylight* offerings with a set of Electro-Motive Division diesels. The PRR E8As are offered in two road numbers, while one E8 and one E9 are offered in SP livery. The ready-to-run locomotives are available now and sell for \$95 each.

Trinity 57-foot three-unit spine car. Trailer Train. Six car numbers available. New tooling, etched-metal and wire details, and McHenry scale magnetic knuckle couplers. \$89.98. Ready-to-Roll. Athearn Trains

Assorted hopper car kits. 70-ton two-bay covered hopper: Missouri Pacific (three car numbers). 100-ton triple hopper: Pennsylvania Power & Light Co. (six numbers). Class H-21a four-bay hopper: Pennsylvania RR (with circle keystone or modern lettering) and Virginian Ry. (three numbers each). RP-25 contour wheelsets and magnetic knuckle couplers. \$14.95. Bowser

20-axle Schnabel car. Cast-resin kit. Full kit requires the basic car, load cradle, load, and truck frames. Car can be built and run loaded, or in-transit mode without the load or cradle. Grab irons, ladders, and other details not included. Basic car \$120, load cradle \$19.95, generator load \$24.95, and truck frame kit \$14.95. Concept Models

Virginian Ry. 105-ton class G3c and G4c rebuilt battleship gondolas. Kits feature cast polycarbonate resin parts, water-slide decals, and Tichy Train Group grab irons and brake parts. \$33.99; one-piece body, \$49.99. Funaro & Camerlengo

1,958-cubic-foot-capacity two-bay hopper. American Potash & Chemical; Ann Arbor; Central Silica Co.; Louisville & Nashville; New York, New Haven & Hartford; and Southern Pacific. Six car numbers each. Etched-metal

running boards, metal wheelsets, and Kadee scale magnetic knuckle couplers. \$31.95. June/July 2009. Ready-to-run. InterMountain Railway Co.

Florence & Cripple Creek HO_{n3} 30-foot gondola. Boxcar red with white lettering. Archbar trucks and magnetic knuckle couplers. \$35.65. Ready-to-run. Micro-Trains Line Co.



General American Type 30 8,000-gallon-capacity tank car kit.

Plastic tank and auxiliary parts, cast-resin underframe and dome, brass tank band and stanchions, and prototypically accurate couplers. GATX, NATX, and Cosden, \$36; Rohm & Haas and Southern Pacific, \$38; Hercules Powder and Cosden ("Remember Pearl Harbor" slogan), \$40. Trucks sold separately: American Railway Association (ARA) type Y white metal trucks, \$6; ARA plastic trucks with metal wheel sets, \$5. Sunshine Models



Ex-Pennsylvania RR Class R7 refrigerator cars. Fruit Growers Express (with Hutchins roof), National Car Co. (lap seam roof),



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Broadway Limited HO

BlueLine Series

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- **SD7** \$134.99
- **RSD15** \$134.99
- **PRR 2-10-4 J1** \$209.99
- **N&W 2-6-6-4** \$279.99
- **C&O 2-10-4 T1** \$209.99
- **SD40-2** \$134.99
- **PRR 4-4-4-4 T1** \$249.99
- **2-8-2 Heavy Mikado** \$174.99
- **2-8-2 Light Mikado** \$174.99
- **ATSF 4-8-4** \$189.99
- **SP 4-8-8-2 AC-4/5** \$279.99
- **NYC 4-8-4** \$209.99
- **E7 AB Set** \$209.99
- **E7A** \$134.99

Brass-Hybrid Series

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Proto HO

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- **Proto 1000 GP15-1** \$91.69
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- **Proto 2000 F7AB** \$239.99
- With Decoder & Sound \$309.99
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- **Proto 2000 F3AB** \$239.99
- New! With Decoder & Sound \$339.99
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- **Proto 2000 H10-44** \$114.99
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- **Proto 2000 E7A** \$139.79
- New! With Decoder & Sound \$199.99
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Walthers HO

- **PRR Wood Caboose** \$37.49
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InterMountain HO

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- (AC12 with sound & decoder \$334.99)
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- **FP9** \$104.99 (w/DCC \$159.99)

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- **SW1500**
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Atlas HO

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- DLWR, L&N, N&W, SAL
- **RS1** \$104.99
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- **USRA 2-8-2 Light** \$419.99
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Stewart HO

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Con-Cor HO

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Bachmann HO

- **Spectrum 3-Truck Shay with Sound & DCC** \$326.19
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- **Spectrum N&W J with DCC** \$192.39 (w/Sound \$285.39)
- **Spectrum 2-10-2 with DCC** \$173.09 (w/Sound \$303.89)
- **Spectrum 2-8-0 DCC** \$146.19

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- HLCX, ATSF, UP
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- **SD40-2** \$74.99
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- **SD40T-2** \$72.99
- DRGW, KCS, SP, SSW
- **SD45** \$72.99
- EL, ATSF, GN, SOU
- **SW1000** \$67.49
- BNSF, BN, CB&Q, DRGW
- **SW1500** \$67.49
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- **PA/PB/PA Set** DRGW, SP
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- **E8A** UP, IC, L&N, NYC, SOU
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- **AeroTrain** \$339.99
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- **0-8-0** \$139.99

Bachmann N

- **Union Pacific DD40AX** \$81.99

Walthers N

- **Passenger Cars** \$28.99
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InterMountain N

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- **SD40T-2, SD45T-2** \$95.99
- New! • **SP AC-12** \$263.99
- **FP7A** \$95.99

Rapido N

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Atlas N

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- C&NW, CR, CSX, NS, UP
- **GP15-1** \$59.99
- BN, C&NW, SLSF, NS, CFNR
- **GP7/9** \$72.99
- (With Decoder \$98.49)
- MRL, GN, PC, RI, NYC, DRGW, SP, UP
- **Dash 8-40CW** \$102.49
- (With Decoder \$131.99)
- CR, CSX, ATSF, UP
- **C420** \$89.99
- (With Decoder \$117.49)
- D&H, LV, N&W, LIRR, V&M, NYS&W, LAL
- New! • **GP38** \$82.49
- (With Decoder \$104.99)
- N&W, A&R, BNSF, CP, LV, NECR,

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Assorted N scale freight cars. Micro-Trains Line Co. unveiled its latest offerings: Missouri-Kansas-Texas 40-foot boxcar, \$20.80; Dakota, Minnesota & Eastern three-bay American Car & Foundry covered hopper, \$23.60; Denver & Rio Grande Western 40-foot drop-bottom gondola, \$19.45; Penn Central ACF three-dome tank car, \$21.90; and a CSX three-bay Ortner rapid-discharge hopper, \$21.85.

and Mathieson Dry Ice (Hutchins roof). Details and decals are included to model different variations of the cars. \$40. Westerfield

HO scale structures

Boiler house kit. Laser-cut wood kit designed from Canadian Pacific blueprints. Cast plastic windows, doors, and smokestack; color-coded Mt. Albert stripwood; and self-adhesive roofing material. \$34.95. Kanamodel Products



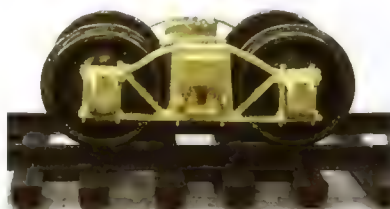
Subway restaurant. Kit includes all building parts, signs, and window frames milled in white and black styrene, window glazing, and self-adhesive posters. \$29.95. Summit USA

HO scale details & accessories

48-foot intermodal containers. Allied, American President Line, Burlington Northern (America scheme), Con-Quest, Rail-Bridge, and Santa Fe. Each stackable container is individually numbered. \$29.98 per three-pack. May 2009. Athearn Trains

48-foot container chassis. CSX, Genstar-LGMZ, Norfolk Southern,

Trac Leasing, Transamerica, and Union Pacific (early). Two numbers each. New tooling. Two-pack, \$19.98. May 2009. Athearn Trains



Civil War-era freight car trucks. Brass construction with NorthWest Short Line blackened code 88 metal wheelsets. Wood-beam trucks with bolster springs, \$22.95 per pair; without bolster springs, \$21.95; archbar trucks, \$18.95. B.T.S.

N scale locomotives

Alco RS-3 diesel locomotive.

New paint schemes: Boston & Maine (blue and white), Erie Lackawanna (black and yellow), Interstate RR, Louisville & Nashville (black and yellow), Missouri-Kansas-Texas (red and yellow), and Soo Line. New road numbers: Pennsylvania RR and Denver & Rio Grande Western. Two numbers available; also available undecorated. Golden-white light-emitting diodes, directional lighting, and Accumate magnetic knuckle couplers. \$119.95. May 2009. Ready-to-run. Atlas Model Railroad Co.

Electro-Motive Division F7A and F7B diesel locomotives. Great Northern (orange and green), New York Central (lightning stripe scheme; B unit has three road numbers available), and Western Maryland (black and yellow). A and B units have four numbers available unless otherwise noted. Etched-metal details, wire handrails, and Micro-Trains magnetic knuckle couplers. A unit, \$89.95; B unit, \$84.95. Ready-to-run. InterMountain Railway Co.

N scale freight cars

American Car & Foundry "whale body" 33,156-gallon tank car. ACFX, GLNX, Royster, Shell Oil, and Union Texas Petroleum. Two car numbers each; also available undecorated. Wire handrails and Accumate magnetic knuckle couplers. \$22.95; undecorated \$17.95. April 2009. Master Line. Ready-to-run. Atlas Model Railroad Co.

Assorted freight cars. Pennsylvania Power & Light Co. twin-tub Coalporter gondolas: 21 road numbers available; sold as single car, four-pack, six-pack, or 10-pack. Canadian Pacific Action Red 40-foot boxcar: Six numbers available; sold as single car, two-pack, and three-pack. New York Central Pacemaker (red and gray) 40-foot boxcar: Six numbers available; all-white and black-and-white heralds; sold as single-pack, two-pack, and three-pack. Western Maryland "speed-lettered" two-bay covered hopper: Six numbers available; sold as single car, two-pack, and three-pack. All prices to be announced. DeLuxe Innovations

4,750 cubic foot three-bay hopper. Arkansas & Oklahoma, FAR-MAR-CO, and Union Pacific. Six numbers available. Etched-metal running boards and Micro-Trains trucks and magnetic knuckle couplers. \$21.95. Ready-to-run. InterMountain Railway Co.

Santa Fe Refrigerator Dept. steel refrigerator car. Atchison, Topeka & Santa Fe. *Chief* (class RR-28 or RR-32), *El Capitan*, *Grand Canyon*, *Ship & Travel*, and *Super Chief* slogans. Six car numbers each. Micro-Trains trucks and magnetic knuckle couplers. \$21.95. Ready-to-run. InterMountain Railway Co.

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Prototype Photo by Mike Schafer

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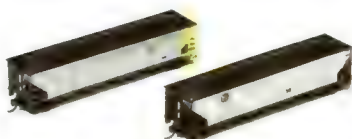
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Assorted freight cars. American Refrigerator Transit Co. 40-foot steel-side refrigerator car (Wabash/Missouri Pacific dual herald), \$25.70. Atchison, Topeka & Santa Fe 56-foot general-service tank car, \$29.95. Atlantic Coast Line 50-foot flatcar with fishbelly sides and tarp-covered load, \$16.95. Northern Pacific two-bay American Car & Foundry covered hopper with round hatches (two numbers available), \$22.35. Wabash 50-foot gondola with fishbelly sides, drop ends, and crushed-metal load, \$19.85. Magnetic knuckle couplers. Ready-to-run. Micro-Trains Line Co.



100-ton-capacity aluminum quad hopper. Alaska RR and Union Pacific. Twenty-four car numbers each. Micro-Trains magnetic knuckle couplers. \$21.95. Ready-to-run. Trainworx Inc.

N scale passenger cars

Pennsylvania RR Broadway Limited passenger cars. 10-car base set, \$250. Four-car add-on set, \$100. Atchison, Topeka & Santa Fe 4-double-bedroom, 4-compartment, 2-drawing-room through sleeper *Regal Spa*, \$25. Illuminated tail sign and red marker lights, blackened metal wheelsets, and Kato magnetic knuckle couplers. Ready-to-run. Kato USA Inc.

N scale details and accessories

Assorted intermodal containers. EMP green 53-foot corrugated container, \$14.95 per two-pack. Pace 53-foot corrugated container with "Red Corner" paint scheme, \$47.95 per five-pack. COSCO 40-foot hi-cube corrugated container five-pack, price to be announced. Maersk Sealand 40-foot container chassis two-pack, price to be announced. Werner Enterprises 53-foot American Highways DuraPlate trailers, two numbers available, price TBA. Second quarter 2009. DeLuxe Innovations

N scale structures

Three company houses. Laser-cut wood kits based on Canada

Western Lumber Co. prototypes. Each model can be built in several configurations. Cast plastic windows and doors and color-coded Mt. Albert stripwood. Three-pack, \$37.95; individual kits, \$12.95. Kanamodel Products



Kim's Classic American Home.

Styrene structure. Available as kit or factory-assembled in three different color combinations (maroon/taupe, tan/mustard, and light blue/dark blue). Front porch with lattice detail, rain gutter and spout detail, and window glazing. Kit, \$20.95; assembled, \$34.95. Atlas Model Railroad Co.

Overhead gantry crane kit.

Includes white metal crane and cast resin foundation. Cable for hook included. \$12.99. Monroe Models

N scale track

Code 55 track sections. Six-inch rerailer (three pieces), \$5.50. 21" outside radius/15" inside radius curved turnouts (left or right hand), \$18.95. Atlas Model Railroad Co.

O scale locomotives

Alco RS-3 diesel locomotive. Boston & Maine (red and yellow), Denver & Rio Grande Western (black and yellow), New Haven (orange), and Southern Ry. (green and white). Two road numbers each. Etched-metal details, lighted number boards, and scale magnetic knuckle couplers. \$274.95. April 2009. Ready-to-run. Trainman series. Atlas Model Railroad Co.

O scale freight cars

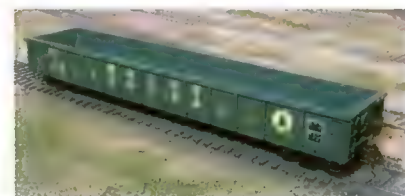


Gunderson Twin-Stack intermodal well cars. Burlington Northern Santa Fe, Sea-Land, Southern Pacific (new scheme), and TTX. Two road numbers each; also available undecorated. All-metal

grab irons and stirrups, brake detail, and trucks with rotating bearing caps. A and B set \$154.95; C, D, and E set, \$199.95. April 2009. Ready-to-run. Atlas O

40-foot wood refrigerator car.

Borden's Fine Cheeses and Borden's Hanford Butter (two-pack), Frazier's Packing, Great Falls Beer, and North Western Refrigerator Line Co. Also available undecorated. Opening roof hatches and doors and die-cast metal stirrups. \$74.95 each; \$159.90 per two-pack. May 2009. Ready-to-run. Atlas O



Evans 100-ton gondola. Un-painted cast urethane kit. One-piece body and brass and white metal details. Trucks and couplers not included; decals sold separately. \$99.95. Decals available: Maine Central, \$7.95; Chicago & North Western, \$5.95. B.T.S.

O scale details and accessories



Caterpillar 769 mining truck. Die-cast metal construction. Detailed engine, cab interior, and chromed piston rods on the three-stage lift cylinders. \$139.95. Classic Construction Models



1:50-proportion Caterpillar 906H compact wheel loader. Die-cast metal and plastic construction, positionable parts, and rolling tires. \$34.95. Norscot Scale Models

1:50 proportion Jerr-Dan Steel Shark five-ton carrier on Peterbilt

335 chassis. Blue, red, white, and black. Functioning tilt deck and winch, detailed engine, and realistic tanks. \$109.95. Made by TWH Collectibles, distributed by b2bReplicas.com



Replacement windows for Golden Gate Models O scale P70 coaches. Laser cut for flush mounting. \$20 per set. Ultra Scale II Models

Z scale locomotives

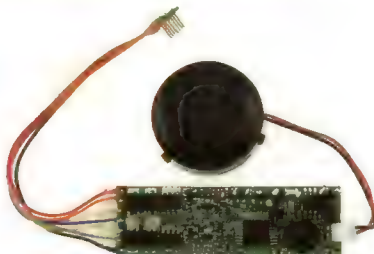
Electro-Motive Division GP9 diesel locomotives. Southern Pacific and St. Louis Southwestern (Cotton Belt). "Black Widow" paint scheme. Magne-Matic magnetic knuckle couplers. \$195.95. Ready-to-run. Micro-Trains Line Co.

Z scale passenger cars

Amtrak smooth-side lightweight passenger cars. Phase 3 paint scheme. Sleeper car, coach car, dome car, and baggage car.

Detailed interiors, window glazing, and magnetic knuckle couplers. \$28.20 each. June 2009. Ready-to-run. Micro-Trains Line Co.

Electronics and controls



Dual-mode S scale Digital Command Control decoder with sound. Twenty-eight National Model Railroad Association functions. Back electro-motive-force control, 1 1/8" factory-wired speaker, and user-programmable speed curves. \$89.98. Model Rectifier Corp.

Decals

HO scale interurban car decals. Kansas City Presidents Conference Committee cars: Designed for the 501-585, 725-799, and 701-724 series all-electric cars; contains both front and side destination signs; \$15.95.

Toronto Canadian Light Rail Vehicle: Contains original 1978 destination signs, and those added in 1995, 1996, and 2000, along with details, numbers, striping, and heralds; \$17.95. San Francisco Municipal Ry. "Milano" Peter Witt cars: Designed for cars produced by Miniatures by Eric; 11 car numbers and three different schemes; \$8.95. Custom Traxx

Spokane, Portland & Seattle HO scale freight car decals.

Lettering and data for United States Railroad Administration double-sheathed boxcar, \$2.95. Difco ballast car, \$2.95. Cranes, \$1.25. Flatcar (for Tichy Train Group kit), \$2.25. Portland Car & Foundry

Software

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#35050 GP 15-1 SALE \$79.99 Ea.

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For tips on adding scenery, roads, and ballast to our project layout, turn to page 52 in this month's issue. Photo by the Jim Forbes

Beer Line flexibility

I'd like to commend *Model Railroader* on a great idea for a project layout beginning in the January issue.

The fact that the Beer Line can be pulled apart and reconfigured

should get rid of any hobby boredom that occurs when building a layout. I'm looking forward to the rest of the installments. Again, great job!

Phillip Blancher
Morrisburg, Ontario, Canada

A 50-year comparison

The January issue of commemorating your 75 years of service to the hobby is an example of *Model Railroader* at its best. It was such an enjoyable trip down memory lane that I dug out my dog-eared 25th anniversary issue for comparison.

John Allen? Check! Your 25th anniversary issue featured John Allen's photographs including a full-color foldout, although not showing the Gorre & Daphetid. Not surprisingly, your 75th anniversary issue showcased his fabulous G-D Line in the last installment of the Landmark Layouts series.

John Armstrong? Check! The 1959 anniversary issue included an Armstrong track plan for a 20 x 20-foot HO scale layout patterned after a Southern Pacific prototype. Your issue last month spotlighted his plan for a 31 x 31-foot, O scale, Pennsylvania RR-based pike.

Prototype drawings? Check! Back then, renderings of a Missouri Pacific coaling station were pro-

vided. Your 75th anniversary issue included drawings of the Fairbanks, Morse & Co. coaling tower.

What can I say? I'll be extending my subscription to MR through 2059 in anticipation of your 125th anniversary issue, after building more shelves for magazine storage.

Ed Davis
Oscoda, Mich.

Thank you

I've been a *Model Railroader* reader since 1980, so I still remember your 50th anniversary.

From a faraway, little European country, I'd like to express my deepest appreciation and gratitude for your ever-inspiring and motivating MR magazine and related high-quality publications.

Erich Vandevoorde
Melle, Belgium

Other ways to print decals

After reading Lance Mindheim's article "Modeling roads with decals," in the January issue, I did some

thinking. It seems to me that, for any sort of wet-decal printing, ink-jet printers are rather ill-suited to do the task.

Alternately, color laser printers are coming down in both price and footprint, and are already at the "ink-jet-killer" level on both; so far as I'm aware, any laser-compatible decal film should work in them.

Also, instead of wet-decal film, Chartpak makes a series of pressure-sensitive materials in both clear and opaque-white as part of its "BestPrint" line, which I've used with some success to apply photographs to the covers of my most recent vacation albums. It appears well-suited for photographic streets and is available in both laser-compatible and ink-jet-compatible forms.

James Lampert
Fountain Valley, Calif.

Armstrong layout insight

John Armstrong's plan for the Upper Schuylkill Division intrigued me. I wonder if this was one of the preliminary plans John did for his friend and collaborator Thaddeus Stepek. Ted's eventual layout was also named the Pennsylvania RR Schuylkill Division and fills approximately the same space.

John always needed Ted about the number of plans he'd drawn for different houses. We finally started the Schuylkill Division in March of 1967. That plan is in the book *Creative Layout Design*, published by Kalmbach (out of print).

The place names are typical Armstrong/Stepek names. How many got the "Emwonay Engine Terminal" on this one, or the "Bellepaire Engine Terminal" on the other? Also, "SPF Junction" has nothing to do with sunburn prevention. John always referred to Ted as a "Slobbering Pennsy Fan."

Glenn Joesten
Yreka, Calif.

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail rpo@mrmag.com. Please include your name, city, and state.

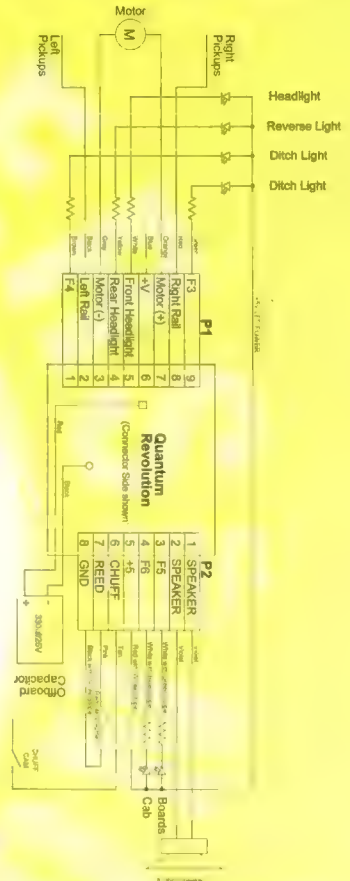
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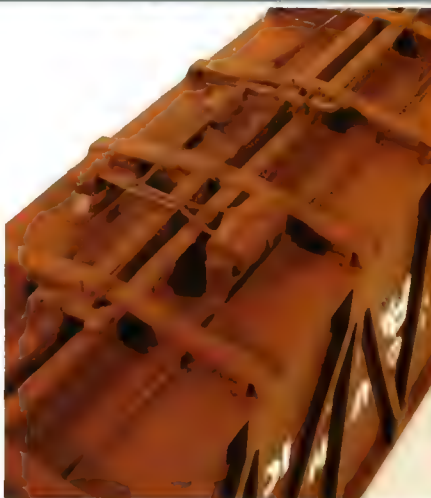
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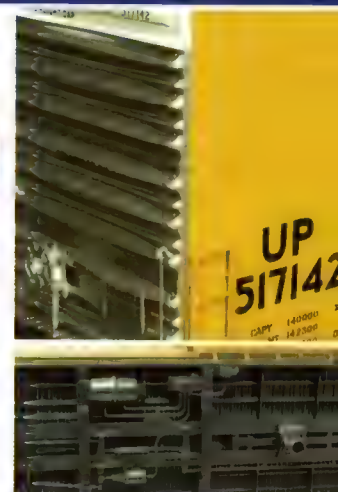
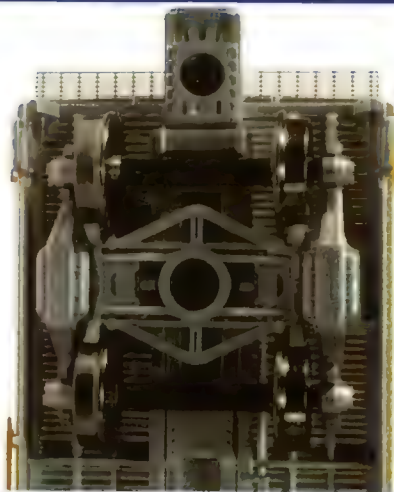


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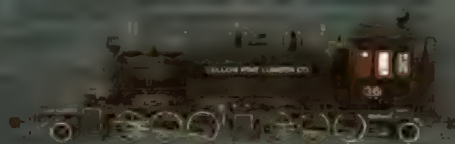
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Baltimore & Ohio dispatcher Carl Donald had a Centralized Traffic Control (CTC) machine to route trains through his territory, but telephone communications played an integral role in keeping traffic moving safely. B&O photo

Add voice communications to your operating sessions

What can you tell me about the model railroad communications systems I see operators using in layout operating videos? I've seen headsets and telephones used to communicate with the dispatcher or other operators. How are these systems set up?

Daniel Rawers, Sugar Grove, Ill.

Good communication has always been an essential part of railroad operation, so modelers commonly try to replicate the prototype systems. Safe and efficient operation depends on clear instructions, proper reporting of up-to-the-minute information, and close coordination between people.

Early railroads had telegraph operators working in each depot to handle the necessary communications and pass orders and information along to the appropriate train crews. As telephone systems became more reliable, most railroads gradually changed over to voice transmission of train orders and messages, until the last of the railroad telegraph lines were retired in the early 1960s.

Operation-oriented modelers have generally relied on various forms of voice transmission including intercoms, telephones, and radios. This is due to the lack of telegraphers with the skill to handle messages fast enough to deal with the compressed distances and fast clocks involved in model railroad operations.

An Internet search for terms like "family radio service," "intercoms," "telephone equipment," and "two-way radio," will produce thousands of potential sources for communication equipment suitable for a model railroad. Check the local yellow pages to find local sources for similar items. Today's new self-contained equipment includes instructions and is usually made for quick "plug and play" installation.

Using older-style telephones is a bit more difficult, as this equipment requires power sources and some wiring. But anyone who has ever wired a model railroad won't have a problem. Most of the firms who sell this equipment also offer wiring diagrams.



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Information Desk

Two sources for telephones that our authors have used are Phoneco, (www.phonecoinc.com) and Telephone Components Inc. (www.telephonecomponents.com).

I also found some telephone-style home or office intercom systems which offered multiple extensions that could be easily adapted for model railroad use.

You may want to check Lionel Strang's "Workin' on the Railroad" column on communications equipment in the November 2000 *Model Railroader*. Back issues or photocopies are available from Kalmbach's Customer Sales & Service by calling 800-533-6644 or by e-mail from customerservice@kalmbach.com. — *Jim Hediger, senior editor*



These FTs were restored and repainted into their original 1939 demonstrator colors to help celebrate EMD's 50th anniversary. Alex Mayes photo

When a locomotive builder sends its demonstrators to a railroad, how are they used? Are they mixed in with a consist of older units? Do they haul a revenue train, or simply pull a test train for data collection purposes? If multiple units are sent to a railroad, how are they numbered?

Erik Arellano, Norco, Calif.

Locomotive builders send demonstrator locomotives out so customers can try them out, just like automobile dealers let you test drive a new car. Like new cars, these demonstrators normally include all the builder's latest accessories and control systems. Demonstrators usually run alone or in matched consists, so their performance can be isolated for comparison purposes.

Most demonstrators traditionally have attractive, colorful paint schemes to make them stand out. Their engine numbers are often chosen to have some sales significance: for example the year the locomotive was introduced (2009), or a new model number (AC4400). Multiple-unit consists are often marked with the builder's initials

and a number (EMD-1, EMD-2, EMD-3, or an A, B, C suffix).

Ordinarily, the new locomotives are subjected to three types of testing. First, they're assigned to a regular train so the demonstrator's performance over the road and fuel consumption can be measured and compared to the host railroad's regular locomotives.

Second, a demonstrator may be run with a dynamometer car on a test train that usually consists of similar-size cars. This is done so the load can be adjusted to see how well the new unit performs on the railroad's ruling (steepest) grade. The dynamometer car records the performance data for later evaluation.

Speed tests may also be done to see how the new locomotive rides and performs at higher speeds.

Of course, good customers get priority when these "traveling salesmen" go on the road. — *J.D.H.*

Send your questions about prototype railroading to Information Desk, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail proto@mrmmag.com. We regret we can't answer all the questions we receive.



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Dipping a round toothpick in paint and rolling it onto the handrail allows Lionel Strang to quickly touch up the paint on his locomotives.

Touch up diesel handrail paint with a toothpick

My diesel locomotives see a lot of use, and the flexible handrails on the hood units are always showing signs of wear and tear. No matter how careful my Allegheny & Lackawanna Southern operators are, maintaining the contrasting paint on the locomotive safety appliances is a constant problem.

I don't spend a lot of time worrying about how the handrails look on the individual locomotives because it means getting a paintbrush dirty and then dealing with the ensuing cleanup. And besides, most prototype diesel handrails get chipped and worn as well.

Of course, that changes whenever I'm looking at a locomotive through my camera, which magnifies all of the imperfections of a scene. And a locomotive with a chipped handrail sticks out like a sore thumb.

Recently I was in the middle of taking photos for a clinic when I ran into this problem. I even debated leaving the "working" locomotive as it was. After all, it was only one photo. As I was

sitting at the workbench trying to figure out some way to avoid getting a brush dirty, I spotted the supply of fresh toothpicks I always keep on hand for various reasons.

The results were just what I was hoping for. After dipping a round toothpick in paint, I was able to roll it along the handrail to touch up a small section without any problem. However, I discovered it was necessary to regularly wipe the toothpick off with a paper towel to avoid a paint buildup. — *Lionel Strang, contributing editor*

Amazing ideas. I'll bet there are plenty of readers out there with fresh and different ideas that haven't shared their thoughts with *Model Railroader's* readers yet. If you don't have a camera, don't be afraid to e-mail workshop@mrmmag.com, or MR senior editor Jim Hediger, jhediger@mrmmag.com, with your idea and we'll try it ourselves. If it works, we'll be happy to give you credit, get some photos taken, and let everyone know about your idea. — *L.S.*

Concealing switch machines.

Here's a trick I learned to conceal Peco's switch machines. These compact machines clip to the underside of the headblocks and drop into a 1 3/16" x 1 5/16" hole cut

into the roadbed. However, when I installed my turnouts, I found the opening under the points made it difficult to ballast the turnouts without having lots of grit and glue dripping into the machine.



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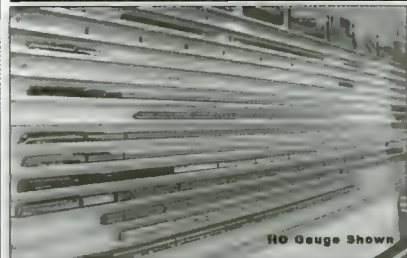
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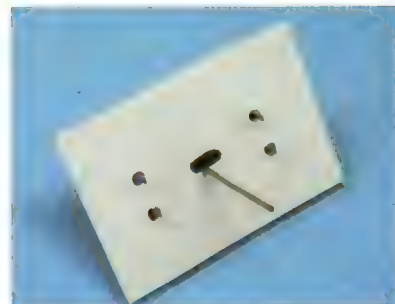
Workshop

Jim Hediger

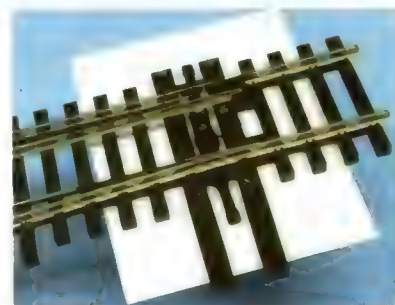
I covered the machine with a piece of .015" styrene sandwiched between the turnout and the machine. This piece of styrene has to be relatively thin to avoid distorting the turnout, but sturdy enough to cover the hole. It must also be a bit larger than the hole in the benchwork so all of the open edges are covered.

I positioned the styrene on the underside of the turnout and used the tip of a no. 11 hobby knife to carefully open up appropriate holes for the machine mounting tabs. You may want to drill the holes, but I've found that the tip of the knife easily punches through the thin styrene.

I cut a center slot to clear the drive pin and test fitted the machine and the cover plate beneath the turnout. When everything moved freely, I attached the machine and bent the tabs to secure it. If a rare problem occurs at some future date, the machines can be easily exchanged by bending the tabs back and sliding the machine out from underneath. — *Alain Kap, Saarburg, Germany*



It's easy to open up the mounting holes in a piece of .015" styrene using a no. 11 hobby knife blade.



The sheet styrene cover plate is held in position by the metal mounting tabs that attach the Peco switch machine to the turnout's headblocks.

After reading the first installment of your Milwaukee Road Beer Line series, I'm wondering why your builders didn't use a set of latches to secure the sections? They'd be less expensive than the clamps.
Herb Kleisch, Skokie, Ill.

You're correct that the mechanical fasteners are considerably less expensive than the clamps. However, using them would require additional planning to determine exactly where to mount the hardware for maximum flexibility when the layout is rearranged into any of its three configurations.

Bolts, washers, and wing nuts would be an even simpler solution, but you'd need to drill matching holes in all of the joining surfaces to maintain the layout's flexibility.

From the beginning, David always planned on the quick clamps for ease of use and speed during setup, especially for a layout that was designed to travel. Since we had plenty of quick clamps on hand, they remain our fasteners of choice. — *Jim Hediger, senior editor*

Gerry Leone's article in the January 2009 Model Railroader refers to the application of ground foam scenery materials by "wetting it with rubbing alcohol, then dripping on white glue diluted 1:4 with water." Can you explain why the glue is diluted this much and what the alcohol does?
Al Quosig, Elkhorn, Wis.

Our staff uses a lot of Elmer's glue for scenery work. Diluting it with water makes it easier for the small granules in the scenery texturing materials to absorb the glue and bond to the layout surfaces. Even though this reduces the adhesive's strength, it isn't a concern where we just want lightweight scenery materials to stay in place.

The rubbing alcohol lowers the surface tension of the diluted white glue so it soaks into everything more thoroughly instead of just beading up on top of the material like water on a newly waxed automobile. The lowered surface tension also keeps lightweight materials from floating on top of the adhesive. — *J.D.H.*

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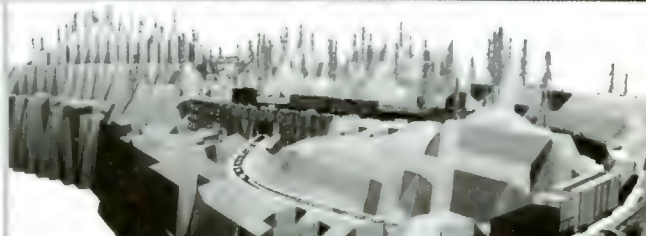
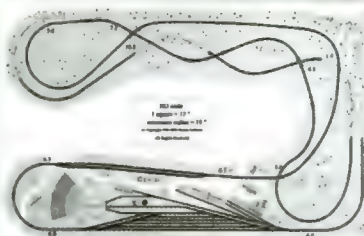
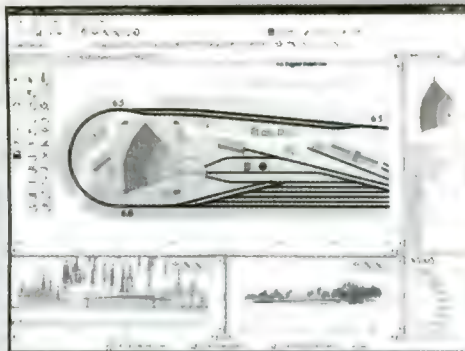
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These Walthers HO scale bumping posts keep cars from rolling off the end of the rails on our Wisconsin & Southern's Troy Yard. Cody Grivno writes about common car-stopping devices and how to install them.

Car stops for your model railroad

If you look at model railroads, you might be convinced there are just one or two styles of car-stopping devices. However, that's far from the case. In fact, the late Gordon Odegard wrote about 13 variations of car stops, and others, in the April 1983 issue of *Model Railroader*. In this month's installment of Step by Step, I'll show you different examples of car stops used today and share some techniques for installing them.

It's often thought that bumping posts and wheel stops are meant to stop cars that are "kicked" (sent rolling) by a switchman, but they

aren't. Instead, posts and stops are put in place for emergency situations so equipment doesn't roll off the end of the rails.

So what's the difference between the two? Well, bumping posts are sturdier and typically used at the ends of spurs and in passenger terminals. The Hayes bumping post shown on the opposite page has been used since before the 1930s and is still common today.

Wheel stops are designed for lighter duty where speeds are less than five mph, such as the end of an industrial spur. The stops come in two styles, fixed and portable. Fixed

wheel stops are bolted to the rails, while portable stops have braces that rest against the nearest tie and clamps that "grab" the rail when impacted by a wheel.

However, not all wheel stops are fancy. Some railroads use old ties as wheel stops, as shown in page 38. An even cheaper alternative is to dump a pile of dirt, cinders, or ballast at the end of the line.

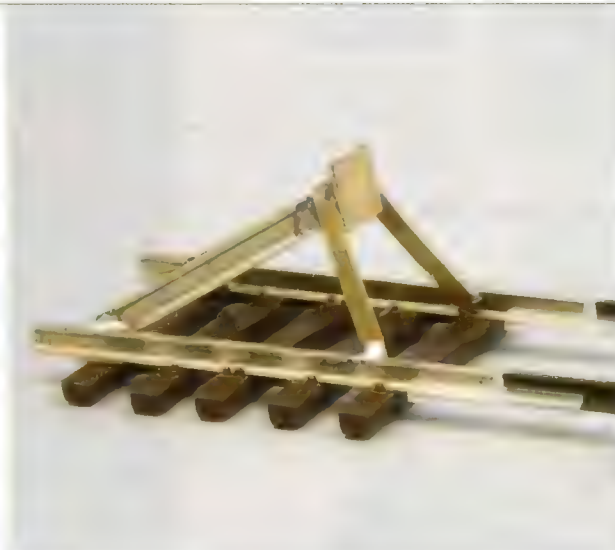
The bumping posts and wheel stops shown here aren't meant to be all-inclusive. Look at prototype photos to see what devices your favorite railroad used to keep cars from rolling away. **MR**

Bumping posts



The Hayes bumping post is available from several manufacturers, including Walthers and Tomar Industries. Though the Walthers and Tomar bumping posts are similar in appearance, the techniques for installing them are different.

The Walthers bumping post is an easy-to-assemble injection-molded plastic kit. However, before attaching it to the crossties with medium viscosity cyanoacrylate adhesive (CA), I carefully removed the molded spike detail on the ties with a no. 17 blade. Do this on the *inside* of the rails only, otherwise the rails will pop up.



The Hayes bumping post from Tomar Industries is factory assembled from brass stock and nickel silver rail. It's attached to a 1½"-long section of track. Since this bumper uses all-metal construction and is soldered to the rails, it will cause a short circuit unless electrically insulated.

To isolate the rails, you can either use the supplied insulated rail joiners or cut a gap in one of the two rails. If you use the latter technique, fill the gap with a piece of styrene. This will prevent the gap from closing if your benchwork contracts during humidity changes.

Wheel stops



Several manufacturers offer metal castings of fixed and portable wheel stops, including Tomar, Custom Finishing, and Selley Finishing Touches.

The Buda wheel stops shown above are based on prototypes that are bolted to the web of the rail. These Custom Finishing castings feature bolt detail for cosmetic purposes, but they simply fit onto the railhead (some filing may be necessary depending on the rail size you're using.) A drop or two of CA will hold the castings to the railhead.



Since Hayes type SF wheel stops aren't generally bolted to the rail, they are considered portable – even though the real ones weigh 300 pounds each! The stop's edges clamp to the web of the rail, and the angled braces rest against the nearest crosstie.

The HO scale Hayes type SF castings shown here on Paul Dolkos' layout are from Tomar. They can also be attached to the rail with CA. Though these (and the Buda wheel stops at left) are metal castings, no gaps need to be cut in the rail after installation.

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Step by Step

Quick and dirty



Crossties are some of the oldest (and cheapest) forms of wheel stops. The ties aren't designed to stop cars rolling at a high rate of speed (the wheels would shear the ties). Instead, they prevent slow-moving equipment from rolling off the end of the rails.

Regular contributor Paul Dolkos wedged two ties, crossed, under the rail so they rest on the railhead. Some railroads use an alternative version of this theme by setting one or more ties on the railhead and securing them with bolts and steel bars.

Safety first



Most bumping posts and wheel stops are painted when they're new, but turn a rusty brown color once they've been exposed to the elements for a few years. However, some are painted high-visibility colors (typically yellow or orange) or have reflective striping added so they're more visible in high-traffic areas.

For example, at Kalmbach Feeds on our HO scale Wisconsin & Southern project layout, the bumping post and wheel stops are both located in a concrete lot with embedded rails. Since vehicles drive on this lot (including the tractor used to move cars shown here), the car-stopping devices are painted bright orange to alert inattentive drivers to the obstacles.

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Woodsville Terminal RS-10 no. 8587 drops off empty hoppers at the M-S-U Co. gravel pit on Mike Confalone's Hardwick & Woodbury Division. Follow along as Mike tells how he added the gritty industry to his HO scale layout.

Add a **REALISTIC** gravel pit

Building an industry big enough
to look like it needs the railroad

By Mike Confalone • Photos by the author

Maine, New Hampshire, and Vermont contain some of the most scenic places on earth. For those of us who model this region, the temptation to focus on elements like wood churches, covered bridges, rolling green hills, and bright fall colors is strong.

There are so many attractive scenic features in New England that we sometimes forget the railroads here work for a living, and what they do isn't always pretty. For me, combining beautiful picture-postcard elements with some down-and-dirty industry is the key to a believable prototype. An example is the gravel pit I recently added to fill a space under a stairwell on my HO scale Woodsville Terminal RR, Hardwick & Woodbury Division.



Hardwick & Woodbury Division

My semi-freelanced railroad is set in Vermont's Northeast Kingdom in April 1979, during the gray and brown early spring season. In this "fifth season" or "mud season," the trees are still bare, but most of the snow has melted. The primary traffic on the H&W Division is wood products. Wood chips and logs make up the lion's share of traffic.

Though this is sufficient to keep a one-man crew busy for a while during an operating session, I wanted to diversify the cargos a bit. I've always been interested in the aggregates industry, and wanted an opportunity to model it on the H&W Division.

History

My Hardwick & Woodbury Division interchanges with the prototype Lamoille Valley RR (formerly the St. Johnsbury & Lamoille County), just west of Hardwick, Vt., at a place called Granite Junction. In 1978, the long-neglected, 96-mile StJ&LC was given new life and reborn as the Lamoille Valley RR Co. (LVRC). Refurbishing the LVRC's dilapidated right of way required large amounts of gravel and ballast, and I wanted the chance to supply it.

One of the benefits of freelancing is the ability to change history and geography to meet a desired modeling objective. In my case, a simple relocation of the prototype M-S-U gravel pit from the Lamoille Valley main line to the Hardwick & Woodbury Division property at Granite Junction not only gave

me the opportunity to model an interesting aggregate operation, but more importantly, it also gave the H&W Division another customer.

A temporary, sharply curving siding off the LVRC main line near Granite Junction was built to reach the M-S-U pit. Here, gravel would be loaded into patched-out former Chesapeake & Ohio hoppers and hauled out on work trains by the LVRC's Alco RS-3s. Crushed stone for ballast came from Swanton Lime Works on the railroad's west end. You can see how the gravel pit fits into the railroad in **fig. 1**.

Terrain construction

Creating the look of an actual working gravel pit was more of a challenge than I had anticipated. The area measured 5 x 5 feet, which was far too deep for me to reach over to install the scenery. Fortunately, a friend had recently given me his Topside Creeper, a ladder-like cantilevered platform that let me lie down and reach over obstructions. Without it, progress would have been painfully slow, if not impossible.

Construction began with stacks of green florist foam hot-glued together to form the basic contours of the hillside that was being excavated. I sliced and shaped the foam with a razor saw, as shown in **fig. 2** on the next page, to model signs of blasting and cutting of earth by heavy machinery. I used plaster gauze to bridge the gaps between the foam pieces and to form the top of the ridge toward the tree line.

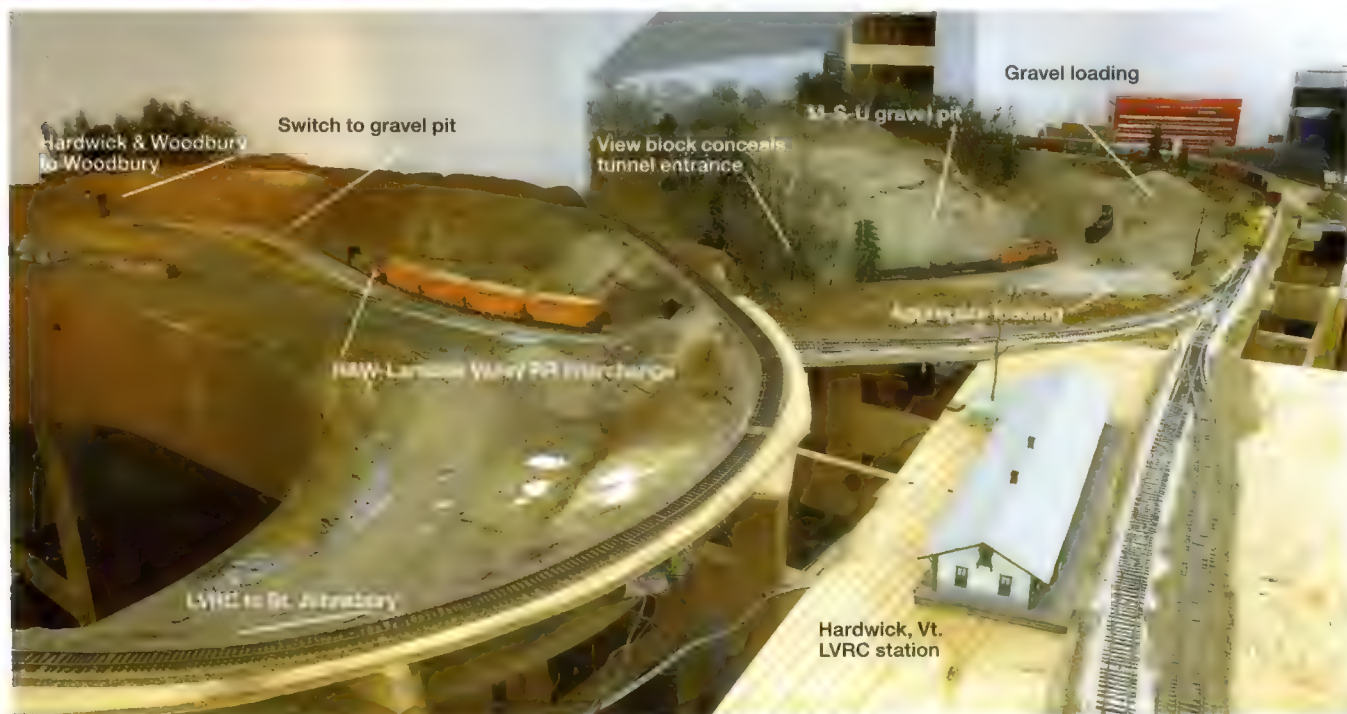


Fig. 1 The pit in context. This overall photo shows how the M-S-U Co. gravel pit, at top center, fits into Mike's layout.



Fig. 2 Forming the terrain. A stack of florist's foam starts to take the shape of a hill as Mike saws away at it.



Fig. 3 Ground cover. Mike paints the hill with a mix of brown paint and white glue so none of the green foam will show through. The mix will also act as an adhesive when he sprinkles on his gravel mixture.



Fig. 4 Recipe for gravel. Sand, dirt, and earth-tone tinted grout go into Mike's gravel mixture. Mike sifts it, using different grades for different purposes.



Fig. 5 Rock on. Mike sprinkles his gravel mix onto the wet paint-glue mixture, then uses a dry paintbrush to push the mix around to cover bare areas.

I made the siding with Micro Engineering code 70 flextrack over cork roadbed. I ballasted it with sifted gravel brushed into the track and glued down with scenic cement. I then painted the entire hillside with a mixture of brown paint and white glue, as I'm doing to a smaller gravel pile in **fig. 3**.

Making gravel

Earlier I'd assembled a large batch of mineral material from the ingredients seen in **fig. 4** to resemble blasted rock, sand, and gravel. I started with a 30-pound bag of sand and mixed in copious amounts of dirt, then a bag or two of grayish-brown tile grout. The sand provides many different grades of material, including larger fragments that represent blasted rock, while the grout complements the mixture with extremely fine particles. It also colors the overall mixture uniformly.

I sprinkled it onto the still wet glue-and-paint mixture on the hillside and the ground around the tracks, as shown in **fig. 5**. I used a paintbrush to work the material into cracks and grooves to make sure there were no bare spots.

After covering the hill so that none of the brown paint still showed, I sifted the remaining material into different grades and placed it in piles in the pit and next to the tracks. This would represent the gravel pit's products, waiting to be loaded into hopper cars or gondolas by front-end loaders.

Piles of dirt simply don't look right to me when glued down, so I left all the material in the pit loose, with the exception of the gravel under the rails. This way, the gravel can be loaded into hoppers by hand, or the piles can be moved to change the appearance from

time to time. I also sprinkled more loose material onto the hillside, creating the look of natural erosion.

Finally, I planted dozens of trees to create the woods on either side of the excavated area. Most of the trees are bare SuperTrees armatures, but I also sprinkled in a few evergreens. You can see how the scene fits into its surroundings in **fig. 6**. I'll add a rock crusher and conveyors when time permits.

A chance for more business

Past the original Hardwick & Woodbury Division, I extended the track around the corner and down an adjacent wall, adding another seven feet to the layout. The extension reaches an industry consisting of a sand and gravel operation and a ready-mix concrete batch plant.

Rather than construct the industry, I added a high-resolution photo backdrop that includes a picture of a similar industry just a couple of miles from my home in New Hampshire. (See "Fooling the eye with photo backdrops.") A dilapidated siding twists through the woods to reach the plant, while cement trucks cross the tracks at grade. I added signs for Vermont firm Carroll Concrete to set the scene in Vermont.

My initial thoughts on how the railroad would serve the industry centered on hauling sand and gravel out. Though I considered the possibility of the business receiving inbound shipments of dry bulk cement, I dismissed it, since the majority of concrete batch plants have their cement delivered by truck. Then, I had an epiphany.

While constructing the gravel pit at Granite Junction, it occurred to me that, in addition to the gravel for the Lamoille Valley, the pit could supply rough aggregate to the batch plant at the end of the H&W branch. I had the perfect inspiration right here in New Hampshire. The Milford-Bennington RR runs a daily train of crushed stone from a pit in Lyndeborough to Granite State Concrete's finishing plant in Milford over a portion of the former Boston & Maine's Hillsboro Branch.

The opportunity to emulate that operation on my layout was too good to let it go. So, with some careful planning, the Hardwick & Woodbury Division was in the aggregate business. **MR**

Mike Confalone's Woodsville Terminal RR, Hardwick & Woodbury Division, appeared in Model Railroad Planning 2007. He also won second place in our Build a Scene contest (December 2008). He lives in Goffstown, N.H., with his wife, Susan, and son, Thomas.

Fooling the eye with photo backdrops



Woodsville Terminal no. 201 passes the entrance to Carroll Concrete. The terrain ends on the far side of the gravel road, showing the effectiveness of Mike's photo backdrops. Mike made the backdrop by using his computer to stitch together three high-resolution photos of an actual concrete plant.

Though much of my layout is built on shelves narrower than the space I used for the gravel pit, it looks bigger, especially in photographs. I achieved this look through the careful use of photo backdrops.

Most of my Hardwick & Woodbury Division is a one-foot-wide shelf layout. After the layout was first featured in *Model Railroad Planning 2007*, I extended it around a corner to reach a concrete batch plant/sand-and-gravel business.

As I had done on the original section of the H&W Division, I again installed a high-resolution photo backdrop to make the space look bigger. The photo backdrop here is from a series of three panoramic images taken of a similar concrete/sand-and-gravel facility just a few miles down the road from my home in New Hampshire. I think that the terrain and vegetation is similar enough to the part of Vermont that I model. The images were stitched together in Adobe Photoshop to form one seamless image.

The resulting backdrop provides remarkable depth. I also like to place trees, rocks, and other items along the back edge of the layout, further reinforcing the illusion that the scenes continue into the backdrop. — M.C.



Fig. 6 The forest for the trees. Dozens of bare deciduous trees and a few scruffy evergreens form the forest that surrounds the gravel pit.



Build a canyon using forced perspective

Subtle scenery tricks
add distance
beyond your railroad

By Willem van der Hoeven

Photos by Danne Lageryd

Black Horse Canyon was a major obstacle to the westward growth of my HO scale Sierra Pintada & Western RR. Located in the eastern part of Arizona, this canyon was formed by millions of years of erosion as the Black Horse River wound its way across the Colorado Plateau. The river gouged its way down through

many layers of sedimentary rock and the harder the layers, the steeper the canyon walls.

The original bridge built across the canyon was a combination of wooden trestles and a Howe deck truss. But, as traffic volume increased and loads became heavier, an iron bridge was built beyond the wooden bridge. Naturally, both bridges span the narrowest parts of the canyon where steep slopes lead down to the river below.

The funnel concept

When I planned my HO scale layout I knew that this canyon and its bridges would be a major scene. I share the basement with my family so the layout is built on a shelf only two feet deep. This meant I had to use some visual

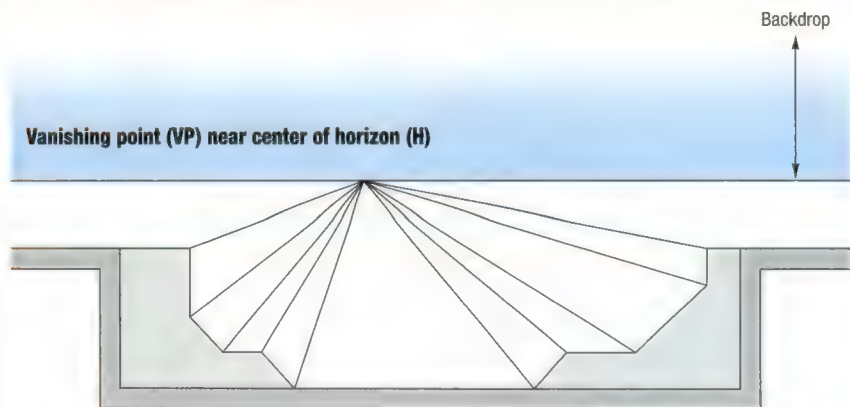
Thanks to some visual trickery, this Arizona desert scene seems to go on for miles on Willem van der Hoeven's HO Sierra Pintada & Western RR.

tricks to model an expansive desert and canyon scene within a space five feet long. That's also when I realized that modeling a desert scene is difficult since there's minimal vegetation to camouflage mistakes.

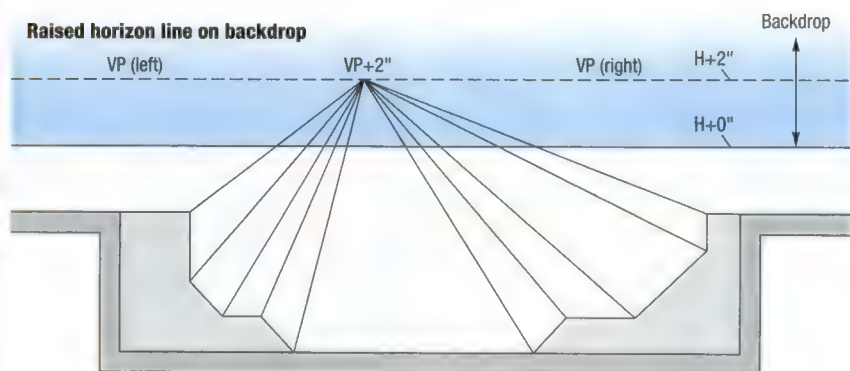
The layout section featuring the canyon and its bridges covers about 10 square feet. At its lowest point (at the front of the layout) the river is 19" below the main track level.

My canyon and its river form a funnel shape, **fig. 1**, that begins at the front of the layout and points toward a vanishing point on the horizon (VP). This horizon may be visible across a vast

Fig. 1 Horizon and vanishing points. These two diagrams show how the horizon height and vanishing points affect the perspective of the details within the canyon and those in the distance beyond the canyon.



This version has the horizon line even with the top edge of the benchwork. Additional vanishing points (VP) can be located on the horizon line.



Raising the horizon line by 2" moves the vanishing point up onto the backdrop so more scenery can be painted in to suggest more distance.

Illustrations by Rick Johnson

distance, or imagined when there are mountains or other impediments that block the view.

The horizon could be at the same level as the bench top near the backdrop, but I wanted to add depth to the scene by painting a portion of the desert floor on the backdrop. Therefore, I raised my horizon line by two inches, (H+2 in **fig. 1**) to provide a more convincing perspective.

After I established the horizon line, I placed the main vanishing point along this line. Normally the vanishing point falls in the center of a scene, but it can be shifted to change the viewing angle to the left or right, depending on the primary view.

My main vanishing point lies near the center of the canyon scene. The modeled portion of the canyon isn't straight, but changes direction several times. The high view in **fig. 2** shows the bends I built into the river and canyon walls to produce a number of vanish-

ing points for the different sections of the canyon, but all of them are situated on the same horizon line.

A river flowing at different levels

There are no major falls in the Black Horse River as it runs along the bottom of the funnel. It makes an initial appearance at the backdrop's horizon line (+2") and flows down in the direction of the front of the layout (-19"). In theory the entire river is at one level, but it's not easy to build a river on a slope and link it into a modeled three-dimensional scene.

Instead, I built the river in four parts: two horizontal modeled sections in the layout, with two more distant sections that are painted on the backdrop. These four parts of the river aren't physically connected, but layout visitors connect them mentally.

Referring to **fig. 3** on page 46, the lowest river level begins at the front edge of the layout and runs around a



Fig. 2 Distance effect. The Black Horse River begins with two modeled sections on the layout, and continues with two painted sections on the backdrop.

small butte and disappears behind it. The end of this level isn't visible from any ordinary point of view. The second level is two inches higher, and its tapered end also starts from an area that's concealed. See **figs. 4 and 5**. This upper section of the river continues, bends, narrows and then disappears behind another butte near the backdrop. My upper river levels three and four are painted on the backdrop but visually separated.

The color of water

I used different colors in the water to enhance the separation of the four parts of the river. Level one is green where the water is deep, but fades to a lighter hue in the shallower parts. Note that these shallower parts are in areas where the currents would be weaker and silt would be deposited.

In level two, there's no distinction between the deep and shallow areas. This narrow part of the river is seen

Fig. 3 Black Horse Canyon

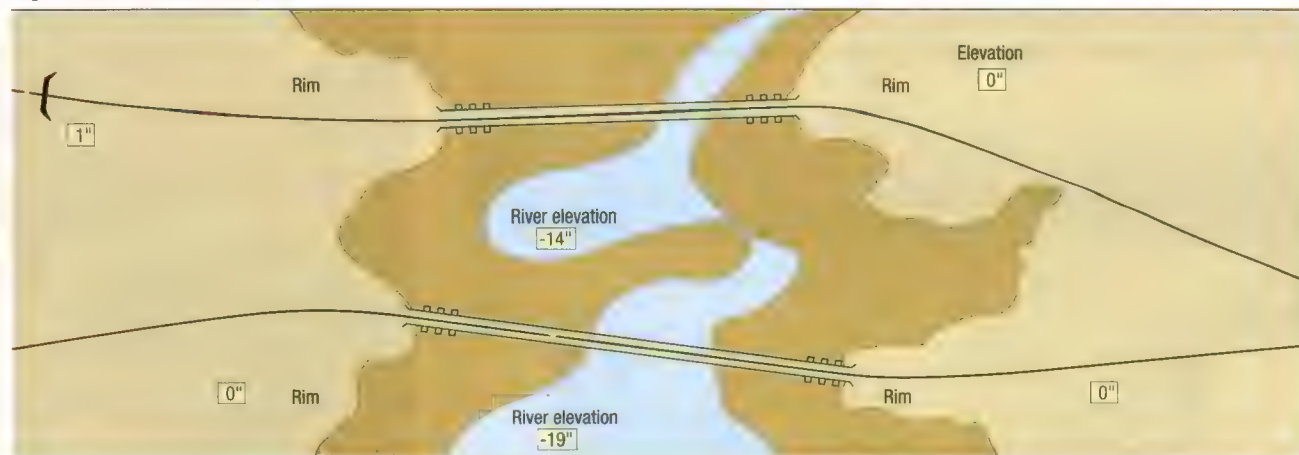


Fig. 3 Black Horse Canyon. This diagram reveals how the edges of the canyon rim, varying depths, view blocks, and the river interact with the pair of railroad bridges to produce the scene's visual depth.



Fig. 4 Black Horse River. This view shows how the rocky walls screen the different levels of the modeled portions of the river deep in the canyon.

from a greater distance and the high canyon walls keep the bottom in permanent shadow. I used only one dark blue-green color in this area. In levels three and four, the backdrop water in the far distance reflects only the high desert's strong sunlight.

Landforms

The rules of perspective can also be applied to the different landforms and rock formations within the canyon. In the real red rock country, the eroded landforms have nearly any shape you can imagine, making it difficult to detect any errors of perspective. The general shape of my canyon walls is shown in **figs. 4 and 5**.

Geology has stacked together many different layers of limestone, sandstone, and other types of rock that have been

eroded as the river cut deeper and deeper into them. I cut the fascia at the front of the scene to emphasize this pattern of erosion, with steep walls joining areas where boulders, rocks, and gravel have been deposited.

As this erosion process takes place, large volumes of boulders, rocks, and gravel slide down the canyon walls. This is deposited on shelves or falls into the river. These shapes only appear clearly in the foreground, but fade into the shadows deeper into the canyon. I used steep slopes to produce sufficient depth to require the bridges.

The absence of the fallen material deep in the scene adds to the feeling of distance. I further enhanced this illusion by making a transition from detailed canyon walls at the front to smoother shapes near the back.

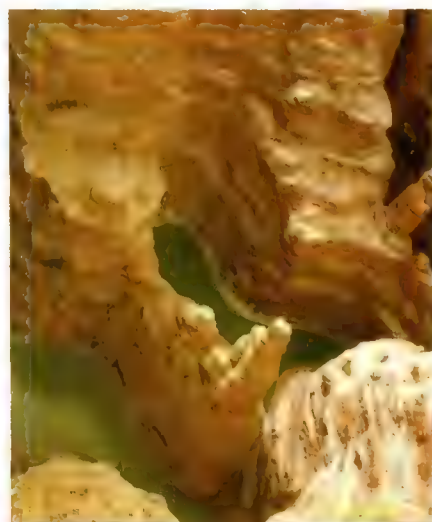


Fig. 5 View block. From the right side, this narrow rock peninsula masks the 5" change in the water's elevation.

Adding a few spires also increases the visual depth of the canyon. These high towers of rock are created by the forces of erosion. My spires are only 2" to 4" from the backdrop, but seem deeper in the canyon from the normal viewing angle as shown in **fig. 6**.

I built the canyon walls many years ago using wooden frames and broken layers of soft insulation board. I blended everything together with paper towels and plaster of paris. Then, I carved the rock faces with a knife to emphasize the various sedimentary layers.

I tried adding texture using natural materials that I brought home from Arizona, but these items were too dark in color. Now I use crushed scraps of hardened plaster for the rock debris. After application, I go back and stain the debris to match the nearby rocks.



Fig. 6 Distant bridge. This iron bridge is normally more difficult to see when the wooden truss is in place. This model is built to a scale smaller than HO (about 1:100) to force the perspective. It's painted blue-gray to suggest great distance.

Coloring the rocks

I stain most of my plaster scenery with yellow ochre, iron red, and burnt umber dry pigments mixed with water. As I mix the colors, I label each bottle with the color formula it contains. I always use weak solutions. It's easier to apply additional stain, but almost impossible to lighten a color that's too strong. I keep my layout coloring fairly light, as the illumination in the basement is much weaker than the sun.

I decided that the sun is shining from the west in my basement, so I have a long row of incandescent lamps, including some spotlights along that side. Then I painted the shadow side of the canyon in somewhat darker colors, while I put more yellow ochre, in the rocks on the sunny side. My colors are also warmer in the front of the canyon, while the cooler bluish hues at the rear suggest distance.

The iron bridge

I initially built the canyon to justify my wooden Howe truss bridge, but this scenario changed with the need for a second bridge. This second span represents a newer bridge, so I modeled it after the Canyon Diablo iron bridge in

Arizona. There's only 14" between the two bridges. The iron bridge is on a 2 percent grade that helps differentiate it from the older structure. See **fig. 6**.

The wooden bridge is HO scale, but I built the iron bridge to a reduced scale of about 1:100 to force the perspective. I also painted the iron bridge a dark grayish-blue to enhance the feeling of distance. The only time this illusion doesn't work is when one of my trains is passing over the far bridge.

Vegetation

This is an arid region, so vegetation is sparse in and around the canyon. There are just a few places where water is seeping down the canyon walls to keep a few bushes going. The area around the trestle is kept free of underbrush to minimize the risk of fire.

I have a lot of underbrush growing along the river in the front part of the layout. These bushes are smaller than scale to emphasize the feeling that viewers are looking down into the depths of the canyon.

At the rim level, I used vegetation to emphasize distance by placing bushes, cacti, and some dead tree trunks near the front. I placed a light sprinkling of

ground foam in front of the backdrop to represent distant bushes.

Surrounding landscape

I designed the surrounding landscape as a wide basin with a plain that slowly rises (about 2") to the West. A mountain range close to the backdrop is about 4" high. As before, the distant colors are cooler than those at the front. To the right of the canyon lies another mountain range that's closer, and a bit higher. It has stronger colors that I toned down with a wash of raw umber.

At the time the bridges were built, the spans across Black Horse Canyon were engineering marvels that thrilled passengers traveling over them on the SP&W's colorful trains. Thanks to a little visual trickery, the railroad now offers a scenic view across the great desert beyond the canyon. **MR**

Willem is a veteran HO modeler who started with a Märklin O scale set in 1940. He's a retired government economist who lives near Stockholm, Sweden. He and his wife, Monica, have two sons. Besides model railroading, Willem also enjoys cycling, and studying history, geography, and geology.

Even though space is tight on his layout, author Sam Swanson made his model railroad look bigger by blending a cloud-filled backdrop with low-profile, tree-covered hills made from scraps of foam board.



Add broad backdrop hills to a narrow space

Use carved and scenicked foam sections to make your layout look bigger

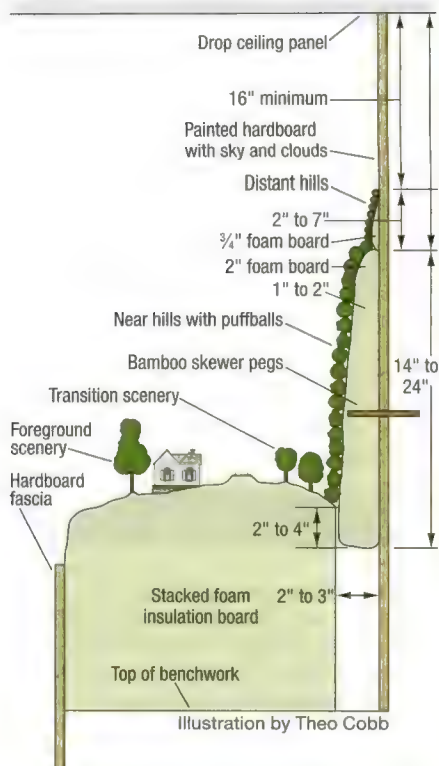
By Sam Swanson • Photos by the author

My scenicked HO scale layout is set in Appalachia, where most of the mountains and hillsides are densely covered with deciduous trees. After observing many actual Appalachian vistas, I've found these settings often feature large hills closest to my vantage point and a series of rolling hills in the distance. So to effectively model a backdrop with this degree of realism, I needed to replicate both the near and distant hills.

To create this illusion of depth in a relatively shallow layout space, I carved pieces of foam insulation board into basic hill shapes and attached them to a painted hardboard backdrop. And by using the same scenery materials as those applied to the foreground of my layout, the backdrop scenery has the same texture and color, creating consistent and expansive scenes. **MR**

Sam Swanson is a civil engineer who lives in Cincinnati, Ohio. In addition to the dramatic mountain vistas captured on his backdrops, Sam's 11 x 12-foot HO scale layout features Appalachian logging and mining scenes set in the 1930s.

Backdrop components



Step 1 Initial backdrop construction



My 11 x 16 foot layout has a backdrop of continuous hills, about 42 linear feet divided into 15 sheets of foam board. The key components and typical dimensions for my layout installation are depicted in the illustration to the left. The construction steps for my tree-covered backdrops include painting the sky and clouds, installing the hills carved from foam board, and finally adding and blending foreground and backdrop scenery elements.

After painting the hardboard backdrop, I use a hot wire cutter to carve the near hills from various pieces of 2" thick extruded insulation foam. Behind these hills, I add the distant hills, carved from 3/4" thick foam board. On my layout, these pieces can vary in length from 3" to 14".

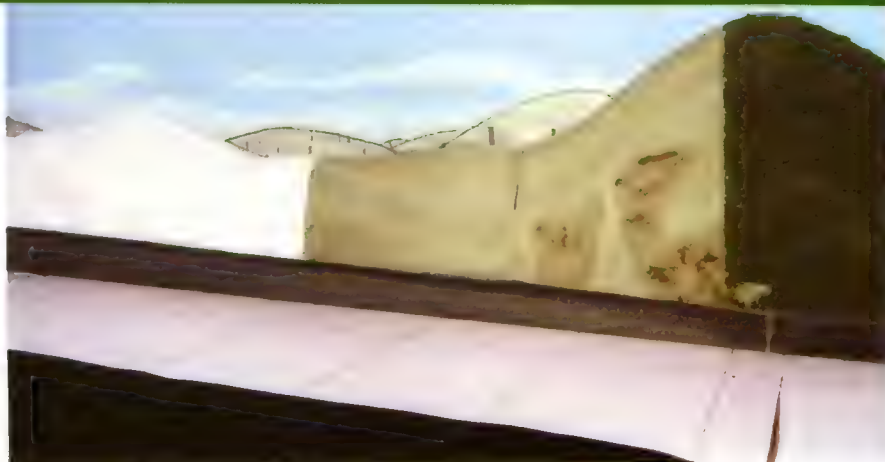
Step 2 Install near hills

To install the near hills, first drill three evenly spaced holes into the hardboard backdrop for each foam section and use wood glue to secure three, 4" long bamboo skewers. Next, use a Phillips screwdriver to make corresponding holes in the back of the 2" foam board and press the section into place against the hardboard surface. Repeat this process to install the remaining 2" foam-board sections. The photo at right shows the near hills installed.

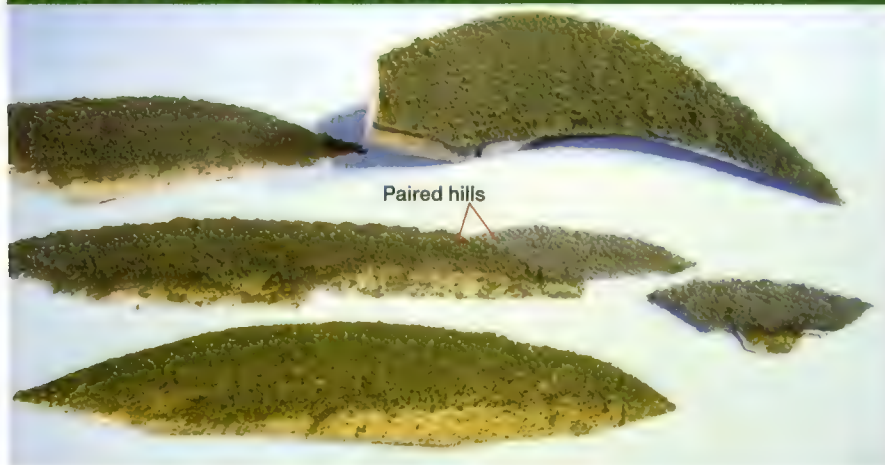


Step 3 Shape distant hills

Next, use scissors to cut cardboard or old newspaper into templates that represent the shapes of the distant hills. As shown in the photo, use these cutouts to determine the arrangement of the distant hills and as a template for carving the 3/4" foam boards. After carving the distant hills, use foam compatible adhesive to install the pieces atop the near hills and flush to the painted hardboard backdrop.



Step 4 Prepare distant hills



First, cover the distant hills with tan colored, flat latex paint. Allow the paint to dry, and then brush white glue over the painted area. While the glue is wet, sprinkle on enough coarse turf to cover the foam board. Use a mixture of medium and dark colors, and allow the sections to dry thoroughly.

Next, mist the hills with a pale blue, flat latex spray paint (latex paints will not attack the foam). Apply the paint from a distance of 8" or more, and build up the blue color gradually. At the center of the photo is a paired hill (two hills carved from one piece of foam), which was masked to vary the hill hues.

Step 5 Make puffball trees



The materials required to make puffball trees includes white poly fiber, coarse turf, diluted white glue, and plastic-covered cardboard. Begin by separating the white poly fiber into shapes about 1/2" thick. Paint both sides of the poly fiber using brown and dark green of spray paint. Allow the paint to dry overnight. Next, use scissors to cut the poly fiber into pieces about the size of cotton balls. Dip each ball into diluted white glue (1 part glue to 2 parts water), then into a bowl of coarse turf. Place the ball, foliage side up, onto the cardboard to dry.

After assembling a collection of puffballs, spray the entire sheet with hairspray (used as an adhesive) and sprinkle on a variety of fine turf colors.

Step 6 Planting trees



After amassing several sheets of thoroughly dried puffballs, it's time to glue the puffball trees into place on the near hills. First, paint the near hills tan and allow the paint to dry.

Next, starting at the top of the hill, use carpenter's wood glue to attach puffballs along the distant hills' periphery. Continue working down the hill, varying the puffball colors, and ending where the foreground scenery ties into the near hills. Slightly overlap the puffballs, and for additional texture and color variation, add some trees made from clump and fiber foliage.

The band shown in the photo is about 4" from the bottom of the hill panel, and the puffball trees have been worked around the two rock outcroppings.

Step 7 Foreground scenery

The photo at right shows how the necessity for using small puffballs became evident when I temporarily placed a diorama against the near hills. The diorama features hillside trees of small to intermediate size for foreground scenery, ranging in HO scale (1:87.1) from 15- to 30-feet tall.

In a relatively short distance (25" from the front of the diorama to the hardboard backdrop), a sense of greater depth and distance is created by this combination of foreground scenery and puffball-covered backdrop hills. The tan painted panel at the left of the photo is ready for puffball trees.

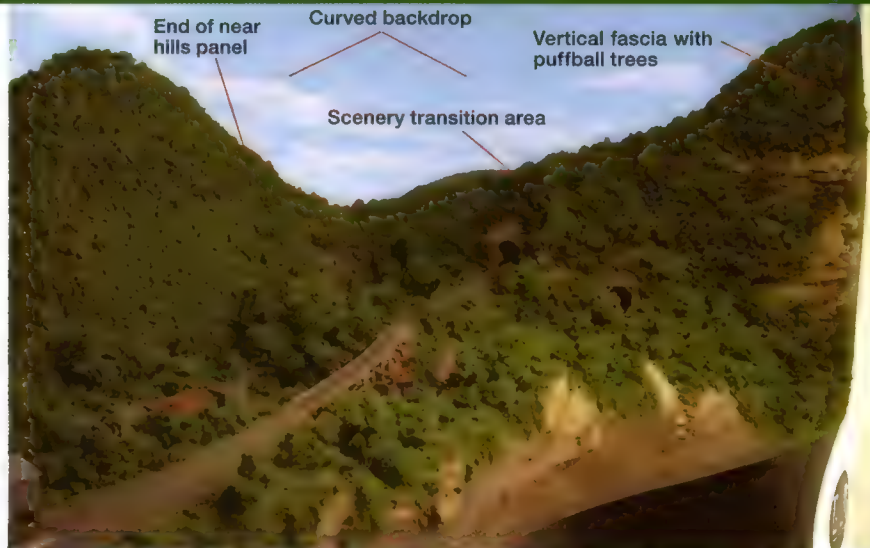


Step 8 Scenery transition

There are several ways to transition from the tree-covered near hills to a foreground area of the layout. One method is to gradually increase the puffball sizes until you're at the same size used for foreground scenery trees.

Another method, as shown at right, is to extend the fascia vertically and construct a curved near hills backdrop section that spans the gap from the flat panels to the edge of this extended fascia segment. Add rock outcroppings and, along the top of the curved hill section, attach two rows of small poly fiber puffballs.

To complete this scenery transition, fill in the rest of the area with puffball trees (and a few with trunks) of gradually increasing size.



Step 9 Add details

In addition to trees, the backdrop also includes rock outcroppings and farm buildings. Use a sharp paring knife to carve rock outcroppings in the foam. Use tan or gray latex paint to cover the carved rock before highlighting some areas with dark brown or gray acrylic colors and drybrushed tan color.

For farms or other structures, use images of the buildings sized appropriately on a color copier or computer printer. Use a hobby knife to trim each image before attaching it to a backdrop hill with white glue. Finally, apply small clumps of foliage around the image to help hide any gaps.





A Milwaukee Road H-10-44 switches the Schlitz warehouse along the banks of the Milwaukee River. This month, the *Model Railroader* staff shows you how to ballast the track, install streets, and scenic the layout.

Build the Beer Line

PART THREE

Ballast, streets, riverbanks, scenery, and a two-piece bridge for our HO project layout

By Cody Grivno • Photos by the author and Bill Zuback

Scenery is an element that helps convey a sense of place and time on a model railroad. From ballast to streets to landscapes, all of these items make our project layout look like the north side of Milwaukee in 1947.

For this phase of the layout construction, we used a mix of old and new techniques. I ballasted the entire layout using my favorite methods, as covered on the opposite page.

Editor Neil Besougloff used commercial street kits to model the thoroughfares of Milwaukee's north side.

His solution for modeling the S-curve on North Avenue was especially creative. Read more on page 54.

However, we're especially proud of the "layered" scenery on the Beer Line. In this technique, we build up the scenery in layers, starting with ground foam and then adding static grass, prairie tufts, and other materials. Turn to page 56 for more on layered scenery.

Well, we're moving right along on the Beer Line. Next month, we look at the signature structures on our model railroad. For now, though, follow along as we scenic our project layout. **MR**

Build the Beer Line series

January 2009: Track plan, layout configuration, and benchwork

February 2009: Roadbed, track, wiring, and Bachmann Dynamis Digital Command Control

Coming next month: Industries and signature structures

May 2009: Executive editor Andy Sperandio and managing editor David Popp set up car cards and more to operate the Beer Line

BALLAST

The first task I signed up for on our project layout was ballasting. For the Beer Line, I used a 50:50 blend of Highball Products Light Gray and Dark Gray limestone ballast, which looks similar to ballast used by the Milwaukee Road. I mixed the ballast in a half-gallon ice cream bucket (after I'd eaten the ice cream), which was more than enough for our 4 x 12-foot layout.

However, I didn't stop with the gray ballast. I used Highball Products cinders on some sidings and along the edge of the right-of-way.

I ballasted between the rails first. I used a 1/2"-wide paintbrush to spread the granules, as shown in the upper right photo. Then I dragged the brush back and forth until there was no ballast on the tops of the ties.

I wet the ballast with 70 percent isopropyl alcohol. See the middle image. The alcohol makes it easier for the Woodland Scenics Scenic Cement to wick between the granules by breaking the surface tension of the water-based glue.

I let the alcohol soak in for roughly a minute, and then I used a pipette to apply Scenic Cement, as shown at the bottom left. To prevent the granules from washing out between the ties, I applied gentle pressure to the pipette.

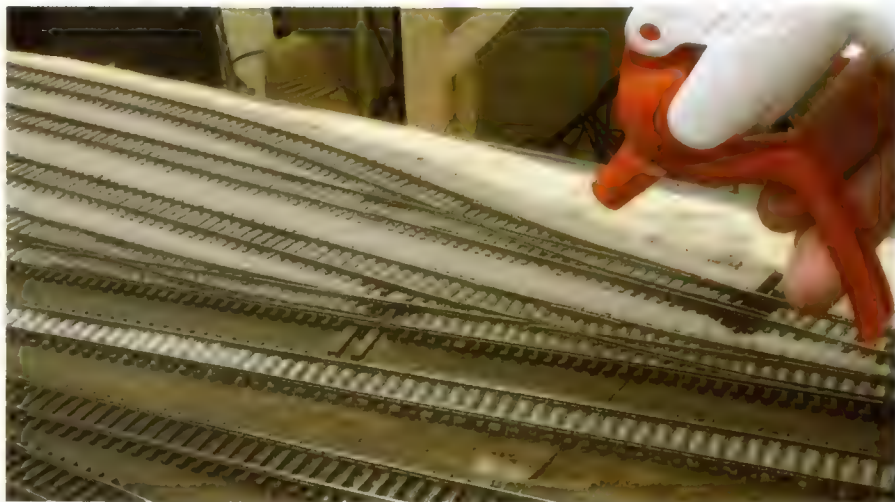
I let the ballast between the rails dry overnight, and then I began work on the shoulders. First, I mixed some thinned white glue (80 percent glue, 20 percent water). Then I used a second 1/2"-wide paintbrush to spread the glue along the shoulder of the roadbed, making sure I kept an even edge along the base.

I sprinkled a layer of ballast into the wet glue. Once the glue had dried, I cleaned up the loose granules with a vacuum. Next, I used a spoon to apply a second coat of ballast. I shaped the ballast along the beveled edge of the cork roadbed with a 1" wide foam brush. I used the same technique to apply the cinders along the edge of the ballast.

With the ballast shaped, I sprayed the granules with 70 percent isopropyl alcohol and let it soak in. Then I applied Scenic Cement in two steps. I first placed the pipette against the outside web of the rail and let the Scenic Cement trickle down. Next, as shown in the lower right photo, I dragged the pipette along the bottom edge of the ballast and let the cement wick up. Once I could see Scenic Cement between the granules, I knew the ballast was thoroughly saturated. — C.G.



Cody used a 1/2"-wide paintbrush to spread the ballast between the rails. He made sure there were no granules on the tops of the ties or web of the rail.



Next, Cody used a spray bottle to wet the ballast with 70 percent isopropyl alcohol. He let the alcohol soak in for a minute before adding Scenic Cement.



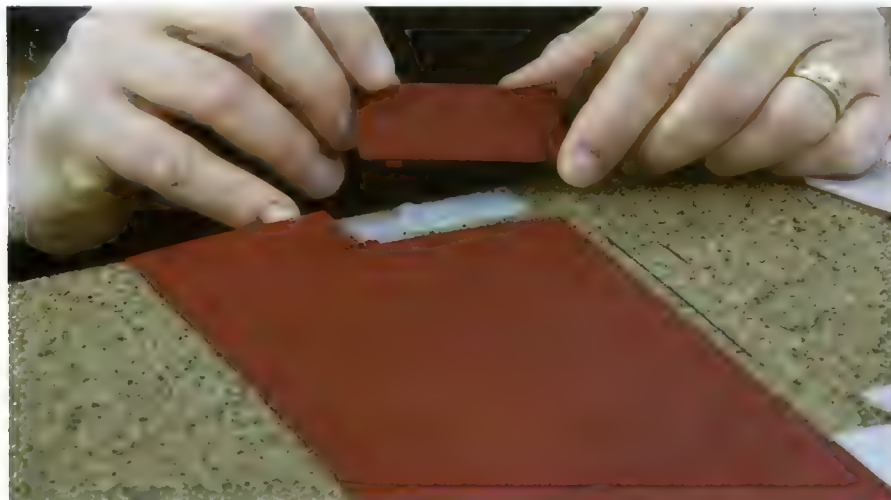
Cody applied gentle pressure to the pipette so the granules wouldn't wash out when adding the Scenic Cement.



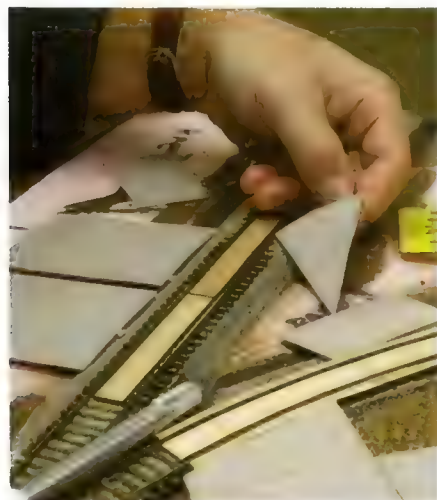
When the Scenic Cement was visible between the granules, Cody knew the ballast was thoroughly saturated.



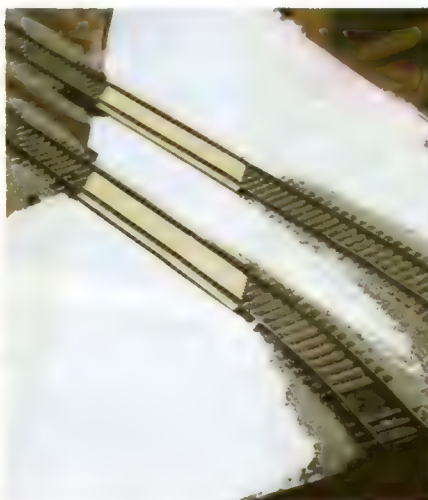
To prevent low-hanging couplers from catching on the edges of the grade crossings, Neil used a sanding stick to bevel the ends of the center strips.



Neil arranged Walthers brick road panels to minimize the number of seams. He cut filler pieces at the outer edges of the layout and at some crossings.



To model the bend in North Avenue, Neil cut pieces of 90-degree corner into wedges where the road curves.



Neil used .030" styrene sheet, cut into 3/4"-wide strips, to model North Second Street.

The two primary thoroughfares on the Beer Line are made from Walthers Street System kits. I built Juneau and Humboldt Avenues from brick street kits (middle left) and North Avenue using concrete street kits (opposite). The plastic street kits, molded in realistic colors, include 2 3/4" x 3 9/16" pavement panels, curbs, and sidewalks. Risers are included to create a realistic crown for the roads.

Also in the kits are manhole covers, fire hydrants, and drain grates. The kits come with parts for 90-degree intersections and curves, too. Although the color and texture of the brick and concrete street pieces are different, installation is the same.

Before installing the panels, I needed to add grade crossings. The Beer Line has seven grade crossings over 12 tracks, so to speed things up, I used Blair Line laser-cut wood grade crossings. Besides straight sections, Blair Line makes wood crossing kits for diagonals and in several curve radii, which were convenient for this layout.

With a sanding stick I beveled the ends of the center planks (the pieces between the rails) to prevent any low-hanging coupler trip pins from snagging and causing a derailment. See the upper left photo. Then I used cyanoacrylate adhesive (CA) to attach the center sections directly to the ties.

I test fit the sections designed to go outside the rails and noted that, because of the height of the ties and molded spikes, the grade crossing planks sat slightly taller than the code 83 rail. I carefully used a small tabletop belt sander to remove material from the underside of each strip of wood to allow the pieces to sit just below rail height. The sanding was tedious and I ruined a few of the pieces, but the results were better than if I had used a knife. I used CA to attach these pieces as well, adding scraps of styrene here and there as needed for underside support.

The layout's brick street is a straight shot across the layout. As a dry run, I laid out the road panels in a manner that minimized the number of seams (and cuts). I used a hobby knife and a straight edge to cut filler sections as necessary. Once I was satisfied with my placement, I used latex caulk to glue the panels to the layout, as shown in the middle photo.

North Avenue, the concrete street, makes an S-curve to avoid crossing grade switch points. Cutting the S-curve panels (see photo at lower left) required

a lot of measuring and trial-and-error fitting. Still, it was easier than cutting pieces to fit in the turnout.

The seams between the concrete road panels look just like expansion joints on a real concrete street. I was concerned that the brick panel seams would distract from the appearance of the brick street. However, once Cody Grivno painted the brick streets with Polly Scale Rock Island Maroon and weathered them with an India ink wash (two teaspoons ink to one pint rubbing alcohol) and thinned Steam Power Black, the seams were less noticeable.

The layout's other streets, Commerce and North Second, are asphalt roads that cut across the scene roughly on two diagonals. To build these road surfaces, I used .030" styrene sheet cut 3¼" wide. See photo at the bottom right of the opposite page.

I used latex caulk to adhere the styrene to the layout surface, using scrap pieces of styrene to elevate the pavement at the grade crossings. I used Sculptamold to form road shoulders as needed. After painting it with Union Pacific Dark Gray and weathering it with L&N Gray, the road looks like asphalt. – Neil Besouglhoff



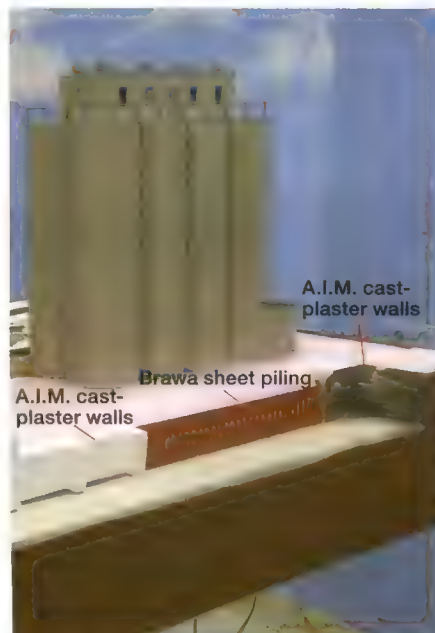
Once painted and weathered, North Avenue looks like a typical well-traveled thoroughfare in Milwaukee's north side industrial district.

RIVERBANKS

To model the Milwaukee River, I used two-part resin Magic Water, following all the same steps described in Cody Grivno's harbor scene article in the February 2009 *Model Railroader*.

However, before pouring the river, I took several steps to prepare the river's banks. I formed the banks from 2" foam insulation board. Much of the Milwaukee River in the section we were modeling was lined with corrugated steel sheet piling. A few places also had cast concrete or cut stone retaining walls. I used Brawa no. 2850 sheet piling sections to line most of the river and a few cast-plaster wall sections from A.I.M. Products.

For the riverbanks near North Avenue, I made my own riprap by breaking up leftover pieces of plaster rock castings. I used latex caulk to cement those to the bank as shown at right. I painted the riprap with Polly Scale Concrete, and then stained it with an India ink/isopropyl alcohol wash to bring out the detail. – David Popp



David lined the Milwaukee River with various cast-plaster retaining wall and plastic sheet piling sections.



At one end of the layout, David used broken plaster rock castings as riprap to line the river's banks.

STREET BRIDGES



After building the Walthers arched road bridge to cross the Milwaukee River, David cut the model in half with a razor saw and filled the gap with styrene strips.



The finished bridge halves are attached to the bank with latex caulk. This way the bridge parts remain suspended when the layout's sections are rearranged.

For the street bridges that cross the Milwaukee River on the layout, I started with two Walthers no. 933-3196 arched road bridge kits. These are designed for use with the Walthers Street System kits, which we installed on many parts of the layout. (See Neil's account on the previous page.) The bridges are plastic models, and they include an assortment of parts for abutments, wing walls, and sidewalks. However, since we were going to use the bridges to cross the river and not another street or a railroad right-of-way, most of those details went unused.

For the North Avenue bridge (see the photo on the top of page 55), I built the basic arch assembly and cemented it to the layout with latex caulk. I had to cement a strip of .080" styrene strip to the bottom of each arch section (as shown in the top photo) to shim the bridge to match the height of the roadway. Neil then connected the street sections to the bridge as he paved his way down North Avenue.

The bridge that spans the center of the layout was a bit more work, since it has to split in half when the two long sections of the layout are separated. To make this work, I built the bridge as a complete arch and then carefully cut it in half with a razor saw. I filled the open gap with layers of .080" x .250" strip styrene. I then cemented the two bridge halves to the layout with latex caulk, keeping the sections supported and level until the caulk dried. — D.P.

SCENERY



After painting the scenery base with flat tan latex paint, David first sprinkled N scale limestone ballast onto the parking lot. He then added the ground foam.

David, Neil, and I were in charge of the scenery on the Beer Line, and we tried some new techniques on our industrial layout. Instead of using just ground foam and clump foliage, we tried "layering" the scenery with assorted products, including static grass and prairie tufts.

First, we painted the scenery base with flat tan latex paint. With the paint still wet, we sprinkled Woodland Scenics Earth Blend turf on the areas with vegetation (see photo at left) and Highball Products N scale limestone ballast on parking lots and alleys. Applying the scenery material in the wet paint not only helped hold it in place, but the foam and ballast took on some of the paint color.

SCENERY (CONT'D)

Next, we wet the scenery with 70 percent isopropyl alcohol and let it soak in for a couple of minutes before applying Woodland Scenics Scenic Cement with a pipette. As with the ballast, the isopropyl alcohol reduces surface tension, making it easier for the Scenic Cement to thoroughly saturate the scenery material.

For the open areas of the layout (alleys, empty lots, and along the railroad right-of-way), we applied Noch Summer Meadow static grass with the firm's Gras-Master. You can see David using it in the upper right photo.

To make the static grass work, we first soaked the area we wanted to apply the fibers to with Scenic Cement (matte medium will also work). With the glue still wet, we inserted a small nail into our work area to serve as a grounding clip. Then we clipped the grounding wire to the nail and turned the Gras-Master on. We held the device between ½" and 1" above the layout. The longer you hold the Gras-Master over an area, the denser the grass will be.

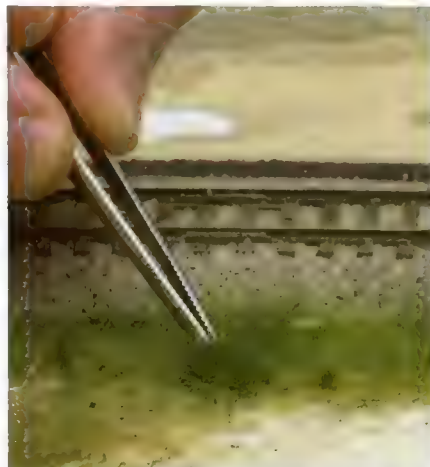
To break up the uniform height of the static grass, we installed MiniNatur Late Summer prairie tufts from Scenic Express. The tufts are simply clumps of fibers, so they can be used in conjunction with the static grass without a jarring effect. Though the tufts have an adhesive backing, we dipped them in white glue and pressed them into place with tweezers, as seen in the middle left photo.

Finally, we added debris to the layout. We placed pallets, garbage cans, barrels, tires, beer cases, and beer bottles behind buildings and in empty lots. Neil cut used coffee filters into tiny rectangles to simulate old, yellowed newspapers. You can see some of them being set in the weeds along the right-of-way in the photo at middle right.

In the bottom photo you can see an example of finished layered scenery near the North Avenue bridge. Yes, using this method is more time consuming than the traditional scenery technique of ground foam and clump foliage. However, we think you'll agree the finished product looks great and enhances the layout's realism. – C.G.



Next, David soaked the ground foam with Scenic Cement. With the glue still wet, he used the Noch Gras-Master to apply static grass.



Once the Scenic Cement had dried, David added MiniNatur prairie tufts to give the scenery even more texture.



Editor Neil Besougloff cut used coffee filters into small rectangles to suggest old newspapers strewn about.



Here's an example of finished "layered" scenery by the North Avenue Bridge. The muted colors are appropriate for our industrial layout.

More on our Web site

Subscribers can watch Cody Grivno demonstrate his ballasting techniques. To see the video, visit www.ModelRailroader.com.

Simply New England

The colorful HO scale White River Division combines common scenic elements from the Boston & Maine and Central Vermont railroads

By George Dutka • Photos by Lou Sassi

My favorite train watching spot is White River Junction, Vt. I love the looks of its substantial passenger station, the surrounding structures, and scenery, and I enjoy the train operations in the area. With that in mind, I named my new HO railroad the White River Division.

Vacation visits and reading about the village's railroad history proved fascinating, and I soon settled on modeling the Central Vermont and Boston & Maine railroads around White River Junction in the 1950s. I was especially interested in capturing the region's spectacular fall color.

Simplicity was the goal in my layout design, construction and operation, so I built a single-track main line with

staging and three junctions. A host of typical freight, milk, and local trains travel the line. While I'm a firm believer in simplicity, this attitude shouldn't be confused with a lack of effort.

My modeling time was limited, but I wanted to achieve a complete model railroad. By following a conservative approach, I built this 11 x 13-foot layout even though more room is available in my basement. I was able to complete my layout in four winters with a little help and a few compromises along the way.

Practical inspiration

I read Allen Keller's article about his Bluff City Southern in the November 2002 issue of *Model Railroader* just as I began work on my layout. The practi-

cality of his comments impressed me, and they sum up my own feelings about the hobby.

Allen states, "I've learned if you want a layout, you can't scratchbuild or super-detail everything." He goes on to say, "I believe realism is more important than prototype fidelity, and the two are not always the same. Modelers often slavishly follow a revered prototype with no thought to the esthetics of the overall scene. Real life can't be reduced to HO scale, but a representation of real life can."

1. A ball signal guards the junction at Bellows Crossing so Boston & Maine RS-3 no. 1536 can proceed on George Dutka's HO scale White River Division.





Illustration by Theo Cobb

►► The layout at a glance

Name: White River Division
Scale: HO (1:87.1)
Size: 11'-6" x 13'-6"
Prototype: Boston & Maine and Central Vermont
Theme: New England main line
Locale: White River Junction, Vt.
Era: fall 1950s
Style: around the walls
Mainline run: 34 feet
Minimum radius: 24"
Minimum turnout: no. 6
Maximum grade: level
Benchwork: L girder
Height: 48"
Roadbed: cork
Track: code 83 flextrack
Scenery: plaster cloth over cardboard webbing
Backdrop: drywall with sheet-metal coved corners
Control: cab control with Atlas Quantum Engineer for sound

These comments motivated me to build what looks right in miniature and not stress about exact prototype modeling. Thus, every scene on my White River Division includes bits and pieces of typical Vermont railroading, but these individual items may or may not be related to each other.

For example, I have three different prototype styles of ball signals protecting my junctions. Examples of three types of railroad telephone boxes and switch stands can be found along the main line. A model of the Rutland's North Dorset, Vt., station is located at my Bellows Crossing, and Rutland, CV and B&M section houses are scattered along the right of way.

I tried to capture a feeling for the rural way of life during the New England's fall harvest season with apple orchards, cattle, pumpkin patches, and numerous fields dotting the right of way. My station names were chosen to have a ring of familiarity. White River Junction, Bellows Crossing, West Barre, Northfield Falls, Summit, and Westmin-

ster Center emulate prototype locations in rural Vermont railroading.

Layout planning

I put up the three coved corners, sky blue walls, and the benchwork in the early 1990s, but I didn't start the actual layout construction until November 2002. As with many modelers, the time just slipped by while I was planning the layout. During this period I served as the volunteer editor (1994-2002) for the Central Vermont Ry. Historical Society quarterly newsmagazine, *The Ambassador*. During those years I learned a lot about Vermont railroads and made many friends in New England.

It didn't take me long to realize that my initial plans just wouldn't fit into the available layout space. Trying to model towns and yards with prototype accuracy proved to be an unrealistic goal. Compromise became the answer, and it resulted in the selective compression of many elements.

My planning soon boiled down to the scenes that were most important



to me, and White River Junction was at the top of my list. In particular, I wanted minimal visible track other than the main line and the junctions that lead into staging. Thus, some portions of the main line are hidden behind the barns and wooded areas. I also decided to keep the structures to a minimum in keeping with the rural Vermont flavor.

Once I retired from the CVRHS editor's position, I began working on the layout. Construction was concentrated during the winter (November through March), since my time in the warmer months was consumed with sailing. Having two passions for different seasons helps keep me motivated and fresh throughout each venture. By keeping the layout small, I completed it in four "railroad seasons" as I call them. Since then, I've been concentrating on adding more details to the finished scenes.

Permanent causeway solution

I originally built a lift-out section of benchwork to span the room entrance. It was constructed as a causeway that

captures the appearance of two different prototypes. The outside of the causeway looks like the marble slab fills the Rutland used through the northern Vermont islands along Lake Champlain. From the inside of the layout, it represents a CV/B&M causeway just south of Brattleboro that is made of rock, dirt, and sand overgrown with weeds. In other words, one location, two different scenes.

After three years of use, I began having track alignment and electrical problems with the liftout. It had been in and out so many times that everything was getting loose and banged up. The broad super-elevated curve on the causeway magnified the problem since the liftout's rail joints were also on the curve. I converted the liftout into a permanent duckunder.

Train operations

After spending a couple decades switching yards as a locomotive engineer with the Canadian National, my home layout's operations are planned

2. Boston & Maine E7 no. 3810 arrives at the scratchbuilt White River Junction depot with a milk train while an Alco switcher does some local work.

to keep trains running around the mainline loop. If I have the urge to switch, the creamery and quarry spurs are always available, and blocks of cars can be swapped at White River Junction and Bellows Crossing.

Normally one train will cover its designated route at a time. There are no passing sidings on the White River Division and only seven turnouts are used to enter the staging tracks at each end and the spurs.

The WRD's staging stores up to six trains: three at White River Junction, two at Bellows Crossing, and one in the Rutland Ry. interchange at Bellows Crossing. Setting up a meet at Westminster Center empties two staging tracks, and I sometimes have a switcher or van (caboose) hop idling on one of the industrial spurs.

In typical New England fashion, a variety of trains travel over the WRD.



They include a Canadian Pacific Ry. through freight, one or two CV freights, one B&M freight, a B&M milk train, and a B&M passenger train that uses a Budd Rail Diesel Car. A Rutland local runs in and out of Bellows Crossing.

Motive power and rolling stock

Most of my equipment is from the steam-to-diesel transition period from the late 1940s through the '50s. I occasionally stray into the 1960s.

In the past couple of years I discovered Digital Command Control (DCC) sound-equipped engines, and now it seems like these are the only engines that I run on the layout. The sound makes operating much more realistic, so many of my older engines have been either turned into dummy units or sold. My locomotive choices match the prototypes operated in Vermont.

The majority of my rolling stock is made from kits that I built during the 1980s and '90s. Most have additional details and weathering. In the last few years I have added a new generation of milk cars from InterMountain, Roundhouse, and Walthers.

When my friend, Warren Dodgson, decided to leave the hobby a few years ago, he offered me his assembled models of New England freight cars. These models were constructed from craftsman kits, and they're all well-built and highly detailed. All I had to do was add a little weathering.

Most of my operating cabooses are brass models that I've painted and lightly weathered. They each have a conductor on the rear platform.

Currently, the only passenger service operating on the White River Division are B&M Budd RDCs.

3. The engineer on Canadian Pacific no. 8465 observes the 10 mph bridge speed restriction as he creeps along with a freight from White River Junction.

Trackwork and wiring

All of the trackwork is code 83 flex-track laid on cork roadbed glued to a half-inch plywood base. Most of the roadbed curves are 30" to 42" radius, although one at Bellows Crossing leads off the inside of a curved turnout with a 24" radius. The turnouts are all Micro Engineering no. 6s except for one Shinohara curved no. 6. All of the turnouts are hand operated. The Bellows Crossing diamond is a Shinohara code 83 30-degree crossing.

I used an airbrush to paint the track and ties with Floquil Rail Brown. Then I ballasted everything using various shades of Woodland Scenics ballast and weathered colors.



My layout presently operates on DC with a handheld electronic throttle locally built by Doug Rochefort and used widely by modelers in my area. This throttle is connected to my original Troller Auto Pulse power pack, which also serves as a second throttle. An Atlas Quantum Engineer Controller is included to operate the Quantum Analog Remote Control (QARC) sound effects that are built into my Life-Like and Broadway Limited engines. The Athearn Genesis B&M F2 consist came with a wireless controller that operates its sound effects.

My railroad is wired in two electrical blocks with track power routed through the switch points. To date this has been a reliable system. Each of the three staging tracks is electrically divided to provide six staging locations where I can park trains between runs.



4. With its movement cleared by the CV-style ball signal, Rutland Ry. Alco RS-1 no. 405 pulls a local through Westminster Center en route to Bellows Crossing.

Making the transition from DC to DCC

All of the engines I currently operate on my DC railroad came with factory installed dual-mode Digital Command Control (DCC) and sound systems. My friend, Don Janes, got me interested in sound-equipped engines during a visit to New England a few years back. After a few stops at hobby shops along the way, I came home with four sound-equipped locomotives, and added three more within a month.

I quickly learned that these dual-mode engines will run on most DC layouts with their primary sounds operating. The Athearn dual-mode sound models include their own wireless hand-held controller to operate the sounds.

Most of my engines have QSI brand sound decoders [found in some Atlas, Broadway Limited, and Walther/Life-Like Proto 2000 models – *Ed.*], which can be operated with add-on keypads. By using an Atlas Quantum Engineer or a Broadway Limited DCMaster analog control module, I can control the bell, whistle, and other DCC sound functions on DC.

My first dual-mode sound locomotives were a pair of Life-Like Proto 2000 GP9s. By swapping the body shells, I was able to instantly upgrade a pair of my older detailed Life-Like engines. All it took was trimming a headlight lens and removing a couple of screws.

Most of my older Athearn and Front Range units have added details, so I don't want to part with them. To keep them on the road, I removed their mechanisms so they now operate as dummy engines. A number of my other favorites have been stored in serviceable condition, in anticipation of installing DCC sound decoders.

I've obtained an NCE Corp. Power Cab (a 2-amp starter DCC system) sized for a small layout like mine. Don recommended it, and since he's now retired, he's planning to help me hook it up. – *G.D.*



Scenery

Building scenery has been my favorite part of the hobby, starting with a pair of 2 x 4-foot modules I built as a member of the Thames Valley Central Modular Club in London, Ontario, Canada.

On a permanent layout, it's easier to install the backdrop before the benchwork. I used drywall with coved corners made of galvanized steel sheet that I attached to the walls with contact cement. Then I primed the metal and blended the edges with drywall compound. I painted the upper section sky blue and the lower section white, then blended the two in the middle.

To simulate the mid-distance mountains, I made contoured hardboard flats, sprayed them green, and covered them with dark green ground foam. A dozen dimmable 50-watt halogen spotlights highlight much of the scenery.

The White River Division's terrain consists of a cardboard webbing covered with plaster cloth painted an earth color. For ground texture, I applied a mixture of ground foam, real dirt, crushed limestone, and dried ground oak leaves. The rock formations were made using a single Woodland Scenics mold. By cutting and rotating pieces of the plaster castings, I produced four different rock faces from this one mold. I stained all of the rocks with washes of Woodland Scenics liquid earth colors.

Constructing the large quantity of trees needed to represent New England was by far the most expensive and time consuming part of my layout. It's something to consider if you're planning a New England railroad.

It took me most of one winter modeling season to make the lush Vermont foliage for the layout. I harvested gold-

5. Freshly-painted in the flashy new McGinnis colors, B&M F2s lead a milk train through Westminster Center bound for White River Junction.

enrod in December and January once it was completely dry. [Fumigation of natural materials is recommended to ensure that you don't bring in any bugs that will become active in a warm house. — Ed.] I trimmed and painted each tree and covered them all with ground foam. Once planted, I used Floquil Rust to add highlights.

The evergreens are a combination of small Christmas tree decorations that I found at a dollar store and Heki N scale

More on our Web site

Photographer Lou Sassi also shot some video footage of the White River Division. It's available to subscribers on our Web site at www.modelrailroader.com



6. Deep in rural Vermont, veteran Rutland Ry. 0-8-0 no. 109 works the Bellows Crossing local job. Here it's passing a farm near Northfield Falls.

flocked pines. The Heki trees come in boxes of 100, and I used seven boxes of them on the layout. I spray painted all of my evergreens and then covered them with ground foam.

To simulate water, I airbrush hardboard with black or dark blue and feather in a little Floquil Earth along the shallows. Once the paint is dry, I apply a few coats of high gloss marine varnish. Later, I added beach sand and real dirt to enhance the shoreline.

Scratchbuilt structures and more

The selectively compressed town of White River Junction is the only community I modeled. But, all of its distinctive structures had to be scratchbuilt. This also took most of a winter to accomplish. The trick to selective compression is to capture the major characteristics of the subject in a reduced size, a method that I used on the brick depot. I also recycled many of the other nearby structures from layout modules I had built years ago. I consider a few of these interim structures to be placeholders until I complete new buildings.

Having helpful friends can greatly speed up structure production. Bob Hanna, another local New England modeler, was changing gauges, so he showed up with a few boxes of parts-

built homes, shacks, and other details at just at the right time. Don Janes offered a long trestle he had built. I cut it into three bridges for use on my railroad. Peter Mumby came through with almost any raw materials I needed during layout construction.

Many of my newer structures follow Rutland Ry. prototypes since they came from Rutland Car Shops kits. The wood covered bridge at Northfield Falls was scratchbuilt from prototype photos.

Future plans

Adding DCC has been my goal for the WRD ever since I bought my first sound locomotives. I recently purchased a NCE Products Power Cab that I feel will work fine for a layout this size.

Additional structures are in the planning stages, including a scratch built model of the CV concrete coaling tower near the White River Junction staging area. Some building flats will go in near Bellows Crossing, and I'm working on a covered railroad bridge with a removable superstructure for the span near Westminster Center.

With retirement imminent, my large pile of unbuilt rolling stock kits and locomotives ready for sound and DCC will certainly help our long Canadian winters pass quickly. **MR**



▶▶ Meet George Dutka

George is a locomotive engineer with more than 30 years service with the Canadian National Ry. He began model railroading as a child with an HO 4 x 8-foot layout built by his father.

George and his wife, Susanne, have been married for 33 years and live in southwestern Ontario, Canada. They have five grown children (including two sets of twins). His other hobbies are photography, woodworking, sailing, and touring New England by car.

Scratchbuild a handcar house



Learn how to build a great-looking lineside structure using styrene, paper shingles, and a few simple techniques

By Jack Burgess • Photos by the author

A handcar house is a common lineside structure on many prototype railroads, especially in the days before hi-rail trucks, and is an interesting detail to add to a model railroad. The simple structure doesn't have a large footprint, so it should fit on any size layout. This handcar house is also relatively easy to build using sheet styrene and paper shingles. If you're new to scratchbuilding models, this handcar house makes a great first-time project. You can apply the techniques that you learn to structure models in other scales, too.

This handcar house is based on one found along the Yosemite Valley RR, the railroad I model. Along with a couple of prototype photos, I found a 1914 California Railroad Commission report giving the dimensions of a handcar house on the YV. Although based on a

YV prototype, this handcar house is similar to the lineside sheds found on railroads around the country and in many different eras.

Styrene sheets are available in a variety of textures, which are fine for a generic structure. However, by using sheet styrene, rather than Board and Batten styrene sheets, I was able to match the walls of the YV prototype. You can adjust the dimensions in the plans to fit your particular layout or prototype.

Follow along as I show you how I scratchbuilt this structure model in nine basic steps. **MR**

Jack Burgess is well known for his multi-deck, prototype-based Yosemite Valley RR, which is set in August, 1939. Though the layout was started in 1981, Jack has been modeling the YV for more than 40 years.



A photo of a Yosemite Valley RR handcar house inspired Jack Burgess to scratchbuild this HO structure.

► Materials list

Evergreen Scale Models styrene

291 .060" angle (door trim)
4050 V-groove .040" sheet
(.050" spacing) (door)
8103 1 x 3 strip (battens)
8104 1 x 4 strip (end and door trim)
8106 1 x 6 strip (door bracing)
8204 2 x 4 strip (rafters)
9030 .030" sheet (roof)
9040 .040" sheet (main building)

Paper Creek Models Works
www.papercreek.com
204 HO scale shake shingles

1. Cutting styrene

Using the plans as a guide, I drew the wall sections on a sheet of .040" styrene sheet. Since the eaves obstruct the top of the front wall in the front view of the plans, I used the end view to determine the correct height for the front and rear walls. On my plan, the wall battens are 12" on center.

Following the lines that I'd drawn for the wall sections, I lightly scored the styrene several times with my hobby knife and snapped the pieces apart. I also cut out the door opening in the front wall. In the final stages, the door appears slightly open. Then I used a single-edge razor blade to scrape the edges of each piece to smooth them.

Yosemite Valley RR handcar shed

Ratio 1:87,
HO scale

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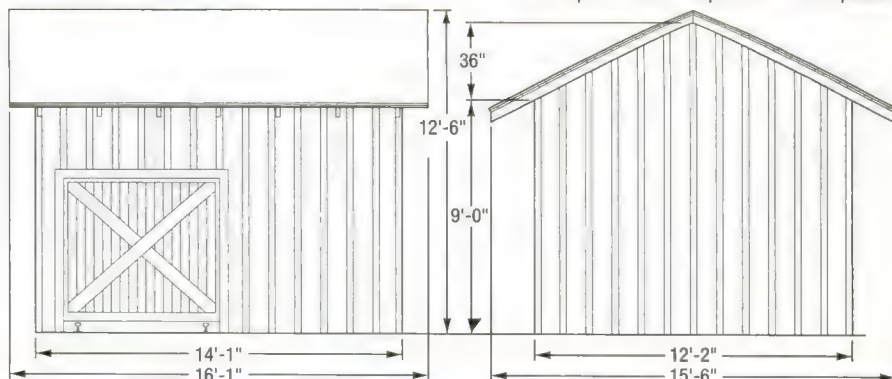


Illustration by Rick Johnson

2. Assemble the walls



I used a pair of 2" angle plates and a small drafting square to hold the rear wall and end wall in alignment and then added a drop of liquid plastic cement to the top inside corner formed by the two wall sections. Capillary action pulled the cement into the joint. I repeated this process to bond the other end wall and front wall together. After the cement dried, I joined these two subassemblies to form the building.

3. Frame the door

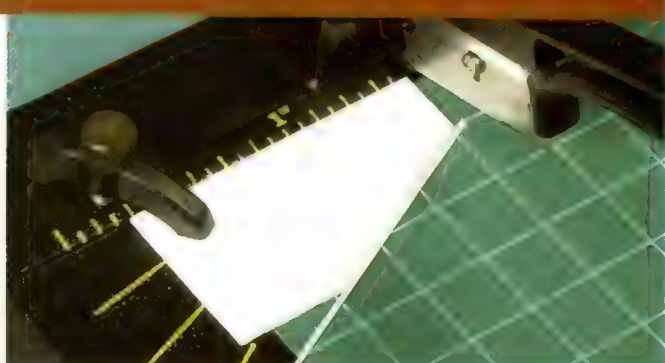


I used .060" styrene angle as trim around the door opening, mitering the corners with a NorthWest Short Line Chopper. Then I cut the top and side pieces, leaving them long. I bonded these pieces around the door opening with plastic cement, making sure the top piece was parallel to the wall's top edge and the side was vertical. After the cement dried, I flipped the building on its back and used a single-edge razor blade to cut the excess trim flush with the bottom of the wall.

4. Add the roof trim and the wall battens



I added the 1 x 3 battens by marking their locations for the front and rear walls. I cut the battens long and bonded them in place with a drop of plastic cement. Then, I trimmed off the excess. I applied the 1 x 4 styrene trim along the roof line. An angle plate like the one I used when gluing the walls makes it easy to ensure that this trim will be tight to the roof. I then cut the trim long and bonded it in place.



For the end walls, I cut the battens so they fit tight against the end trim. To do this, I made a custom "fence" by cutting a piece of styrene to the same angle as the roof in the end plan view. I then mounted this fence on my NorthWest Short Line Chopper and cut the 1 x 3 battens to this angle. I cut the battens long and attached them to the end walls with plastic cement. I then trimmed the bottoms of the battens flush.

5. Finish the door



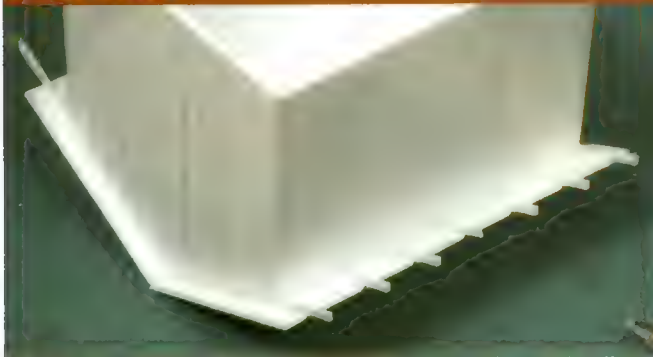
Following the prototype plans, I cut the door from .040" V-groove styrene. Then I used 1 x 4 styrene strip for trim around the door's perimeter and used 1 x 6 strip for the bracing across the front. Before gluing the door in place, I made sure to leave room for the rails as shown in the plans.

6. Roof



I cut the two roof pieces from .030" sheet styrene and bonded them in place with plastic cement. I reinforced the ridge line with a gusset made from two pieces of .040" sheet. Each piece is about 3/4" square and cemented at the center of the roof. I also cemented the gusset pieces together.

7. Rafters



I laid the model roof on the plan and marked the locations of the rafters. I then cut the rafter tails from 2 x 4 styrene strip, using the Chopper and the fence that I used for the end trim. Then I cemented the rafters in place. With the building right side up, I cut off the excess. To cut the rafter tails straight, I kept the sprue cutter's jaws parallel to the walls.

8. Paint



For my YV RR layout, the California Railroad Commission report notes that the building was painted yellow, and a photo of the building from 1945 shows that it had light yellow walls. I added a few drops of white paint to Floquil Depot Buff until the color looked close to that in the photo. I then airbrushed my model with this color.

9. Shingles



The prototype roof had wood shingles. I used shingles from Paper Creek Model Works, which are printed on heavy paper and laser cut.

To align the shingle strips evenly on the roof, I made a template using

Microsoft Excel. To do this, I first highlighted a group of cells 9 columns wide by 14 rows deep and used the Format/Cells/Border command to make lines along the bottom of each row. Next, I selected the first 13 rows and changed the row height (Format/Row/Height) to 8.5. By highlighting just the 14th row and changing its height to 12.75, the result was a template with the bottom row 15" high in HO scale and the other rows 10" high.

I printed out two templates and cut them on the bottom of the 15"-high row. Then I applied the templates to the roof using 3M 77 spray adhesive. It's important that the lines run level with the building to keep the shingles straight, so be sure that the template's bottom edge is carefully aligned with the edge of the roof.

Once the templates dried, I trimmed them to fit the roof and then colored the edges with a black permanent marker, as shown in the photo at right.

Next, I applied the strips of paper shingles to the roof, using the template guidelines for spacing. I glued the shingles in place with Scotch Tacky Adhesive. This product dries in a minutes and comes with a small-diameter applicator, which creates a thin line of glue. [You can also used double-sided tape. – Ed.] I let the shingles overhang the sides of the roof and trimmed them after they dried.

I finished the model by lightly weathering it with black and brown powdered pastels. I gave the walls a roof and light dusting of each color and sealed each application with a light mist of clear matte sealer.



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Mont Switzer used real powdered cement to model spills on the roof of this Baltimore & Ohio class N-43 cement hopper. Follow along as Mont describes how to weather this HO scale Kadee car step by step.

Weather a cement hopper

Cement powder gives realism like nothing else

By Mont Switzer • Photos by the author

I've always been interested in the Baltimore & Ohio RR's covered hoppers assigned to cement service because of the large Lehigh Portland Cement plant in Mitchell, Ind. The plant is served by the B&O, which interchanges with the nearby Monon RR, which I model. I needed a few B&O cars to represent this traffic.

Kadee's two-bay PS-2 covered hopper is a perfect match for the B&O class N-43 cars built by Pullman-Standard in 1955. I snatched up one offered as a special run by the Baltimore & Ohio Railroad Historical Society.

But if you didn't get one of the historical society cars, you can make your own. Just paint an undecorated Kadee car Scalecoat II M-O-W gray and apply the appropriate Microscale decals.

The Kadee model is so complete that there is little left to do but weather it. Weathering individualizes a car. Here's how I made my car appear to be in cement service in the late 1950s. **MR**

Mont Switzer is a frequent MR contributor with more than 250 articles to his credit. He lives in Mechanicsburg, Ind., with his wife, Cheryl.

List of materials

Bragdon Enterprises weathering powders
FF-61 Light Rust
FF-67 Grimy Gray
FF-68 Ash

Floquil paints
110013 Grimy Black
110073 Rust

Kadee Quality Products
8601 PS-2 channel-rib covered hopper, undecorated

Microscale
87-486 Baltimore & Ohio covered hopper decals

Reboxx
WS2-1025 .088" double-insulated wheelsets

Scalecoat II
S2020 M-O-W gray

Testors
1160 Dullcote

Step 1: Trucks, wheelsets and couplers

Remove the trucks and brush paint or airbrush the truck side frames with Floquil Grimy Black in preparation for weathering. When the paint has dried, drybrush Floquil Rust paint to highlight the truck springs, as shown.

I convert all of my new cars to .088" semi-scale width double insulated wheelsets. I think they look better and seem to operate better on my code 70 mainline track and code 55 sidings. For this car, I used Reboxx wheelset number WS2-1025, the 1025 in the product number designating a 1.025" axle.

Paint the wheelsets with the Floquil Grimy Black. A Microbrush is well suited for this fine work, allowing you to cover the wheel faces with paint while avoiding the treads and needle bearings.

As long as you have the Grimy Black paint out, paint the air hoses, too. Also paint the couplers and glad hand with Floquil Rust, as shown in the photo.



The class N-43 covered hopper

The **Baltimore & Ohio RR** experienced a significant increase in demand for covered hoppers after World War II. This was driven by improvements in methods of handling dry bulk materials. Customers originally ordering boxcars to ship bagged material such as cement, lime, sand, and fertilizer switched to shipping in bulk in covered hoppers.

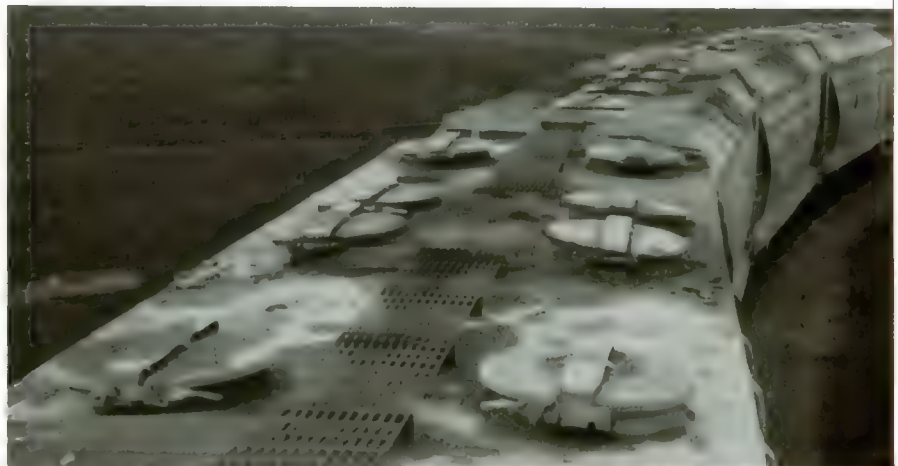
The B&O built its first series of 70-ton, two-bay covered hoppers in 1940 for cement service. Assigned class N-34, they had an 1,800-cubic-foot capacity and a wagon-top design. These cars were soon in high demand, so the railroad began buying more from various builders.

In 1955, the B&O turned to Pullman-Standard with an order for 200 two-bay, 70-ton covered hoppers. These 2,003-cubic-foot capacity cars, designated class N-43 and numbered 631100-631299, were of the builder's latest all-welded steel PS-2 design. The first cars were a success, so 380 more were ordered in 1956 and 1957 and numbered 631300-631679.

All three series, totaling 580 cars, were essentially the same, but with one obvious difference. The vertical ribs over the truck bolsters, two per side, were made of C channel on the earlier cars and from "hat" sections on the later ones. The difference is easy to spot. The later cars have ribs that are all the same, while on the older cars, the ribs over the trucks are different. — M.S.



Car 631204, an early class N-43, has been preserved at the B&O Railroad Museum in Baltimore, Md. It's painted in the as-delivered scheme. The hatch covers, however, appear to have been modified for bulk salt service.



This group of Monon covered hoppers in cement service was photographed in Anderson, Ind., on a cloudy day in 1969. Note the quantity of cement spilled around the hatches and over the running boards.

Step 2: Decals



My factory-painted B&O Historical Society car came painted as it was delivered by Pullman-Standard in 1955. I wanted to change the reweigh date and appearance of the load limit (LD LMT) and light weight (LT WT) to reflect a car that had been reweighed at least once since it had built.

First, cover the LD LMT and LT WT numbers with masking tape, as shown. This keeps the numbers and

background clean during the weathering process. When the tape is removed, the numbers appear to have been freshly applied, as if the car had been reweighed.

Second, modify the reweigh location and date. Scrape the factory-applied "NEW 11-55" off with a single-edge razor blade. When a car is reweighed, it is not only stenciled with the new weight, but the word "NEW" is replaced with a code that indicates where the car was reweighed. Replace the old lettering with a decal that fits your operating scenario. I lettered mine WA 7-58 to indicate it was reweighed at the B&O's Washington, Ind., car shop.

Once the new decals have set, spray on a protective coating of Testors Dullcote over the entire car. This protects the new decals and provides some "tooth" for the application of weathering. I thin liquid Dullcote with lacquer thinner and apply it with an airbrush, but you could use the spray-can version. Apply masking tape over the new reweigh date decal so when the weathering is done it will look recent, just like the LD LMT and LT WT numbers.

Step 3: Dirt and grime



Begin the weathering process with the underside of the car. Airbrush the underside of car with Floquil Grimy Black paint, thinned 10-to-1 with a compatible thinner like Floquil Dio-Sol. Apply several light coats of this extremely thin

weathering mix until you see the color of the car begin to change. Apply it to the slope sheets and end details also. This represents dirt and grime that accumulates in these areas due to wheel spray.

Using anchor cement

I got the idea to use real cement from fellow Monon modeler Lance Mindheim, who wrote an article in *Model Railroader* [August 2007 issue – Ed.] demonstrating how to cast a concrete bridge with real cement. The cement that Lance used was a Sakrete product called Bolt and Rail Anchor. I could not find this in my area, but was able to buy Quikrete Anchoring Cement. Both products appear to be essentially the same material. They both come in 20-pound resealable plastic buckets, which with proper care should supply enough cement for all of my projects and those of my friends for a lifetime.

I find it handy to store a small amount of pre-sifted cement near the workbench rather than bringing the 20-pound pail in from the garage for each project. After sifting the cement through a tea strainer, I store it in a canning jar with an airtight lid. I also put a cracker in the jar to absorb moisture, which would have a detrimental effect on the stored cement. – M.S.



Step 4: Cement dust



Next, model the effects of cement spilled on top of the car during loading. I use real cement, which is available at home improvement stores. I first got the idea from an article in *Model Railroader* (see "Using anchor cement" on the previous page). I figured this might be good for modeling the accumulation seen on top of cement hoppers.

First, open the hatch covers – a nice feature of the Kadee models. Spilled cement doesn't usually accumulate on the covers, because they are open during loading. Use

a brush to apply a heavy ring of Testors Dullcote around the hatches, then sprinkle the cement onto the Dullcote. I use a Popsicle stick to scoop up a small amount of cement, then brush it onto the model. Brush off any extra powder that doesn't land on the Dullcote and catch it for reuse. The cement at first appears too dark, but it lightens as it dries. If you aren't satisfied, you can always change the color of the cement with weathering powders in the next step.

Step 5: Dust and rust

Just as on the top of the car, the underside accumulated a lighter coat of cement dust from unloading. Using a soft paintbrush, apply Bragdon Ash weathering powder to the hopper outlet areas to represent this dust.

Weather the car sides in the same manner, coating the sides of the model with the Ash weathering powder to look like cement dust. Use Grimy Gray weathering powder to represent the heavier accumulation on the panels below the loading hatches, where spilled cement is likely to wash when it rains.

Mother Nature is especially hard on cars in cement service. This is apparent as rust streaks, most notably in locations where metals are joined. Simulate this on the model with streaks of Light Rust weathering powder near and below the locking rod supports and on the hatch cover hinges, as shown.

The pictures show a car with fairly light weathering. The amount you apply depends on the time since your car was painted, how it has been used, and your own taste. In my experience, once a car enters cement service, it will never look new again.

When you are satisfied with the weathering you've applied, protect it with another spray of Dullcote. Once the clear coat is dry, your car is ready to enter cement service on your model railroad.





1. Whasup Dock Co. no. 1 pulls an empty gondola from under the coal dock's traveling crane, while workers on the barge make repairs to the sea wall. This busy waterfront is the focus of Barbara Brunette's compact shelf layout.

Rail-marine operations on a shelf

This HO scale layout packs detailed urban structures and waterfront scenes into a compact space

By Barbara Brunette • Photos by the author

One of the great things about model railroading is that you don't need a lot of space. My HO scale Whasup Dock Co. measures only 51" x 80", including aisle space, and is nestled at the end of a hallway in my apartment. Although it has a small footprint, my layout features many multi-story city buildings

as well as tugboats and other harbor craft busily working the waterfront.

Ever since seeing photos in *Model Railroader* of the car ferry *Annabel* on John Allen's Gorre & Daphetid layout, I've wanted to model a waterfront railroad. My Whasup Dock Co. shelf layout is a subsidiary of my previous model railroad, the Central Rockland RR. I

dismantled that layout in 1986 to make space in a spare bedroom. The Central Rockland was never fully completed. By 1995 I found that I missed the hobby so much that I began building another model railroad.

This Whasup Dock Co. is the best thing I've done in the hobby and is the closest I've come to finishing a layout.

► The layout at a glance

Name: Whasup Dock Co.
Scale: HO scale (1:87.1)
Size: 4'-3" x 6'-8"
Theme: freelanced
Locale: Northeast
Era: Summer 1956
Style: Shelf
Mainline run: 8 feet
Minimum radius: 18"
Minimum turnout: no. 4
Maximum grade: 3 percent
Benchwork: 1/2" plywood on 1" x 4" frame
Height: 37 5/8" to 38 5/8"
Roadbed: Hornabed
Track: code 70 handlaid and flextrack
Scenery: foam board
Backdrop: painted Masonite
Control: cab control

Benchwork and track

I planned the layout on a piece of plywood, using Atlas Snap-Track sections and turnouts from my previous layout. This mock-up helped me visualize my track plan and check clearances and operation.

I built the benchwork using 1/2" plywood on 1" x 4" frame. The benchwork sits on a ledger strip mounted along the wall. A single straight leg and L-shaped brackets that I made from 3/4" plywood support the benchwork.

Except for some temporary flextrack on the unfinished section of the layout, all my trackwork is handlaid code 70 rail on individual wood ties. A friend taught me how to handlay track and build turnouts 20 years ago, and although it's not my favorite task, I enjoy the finished results.

My biggest challenge was the crossover for the loading track at the coal dock. After two attempts I successfully installed and wired the crossover. I used parts from my first attempt to build a crossover on one of the unpowered tracks for the traveling crane.

Scenery

Most of the scenery contours are carved foam board. For ground cover I used real dirt and Woodland Scenics ground foam.

All the sea walls along the waterfront are cast resin. I scratchbuilt the master for one wall section and used it to make my own molds.

To model Crimea River (pronounced Cry-Me-A-River) I first painted the plywood benchwork with dark gray acrylic paint. I then covered the painted area

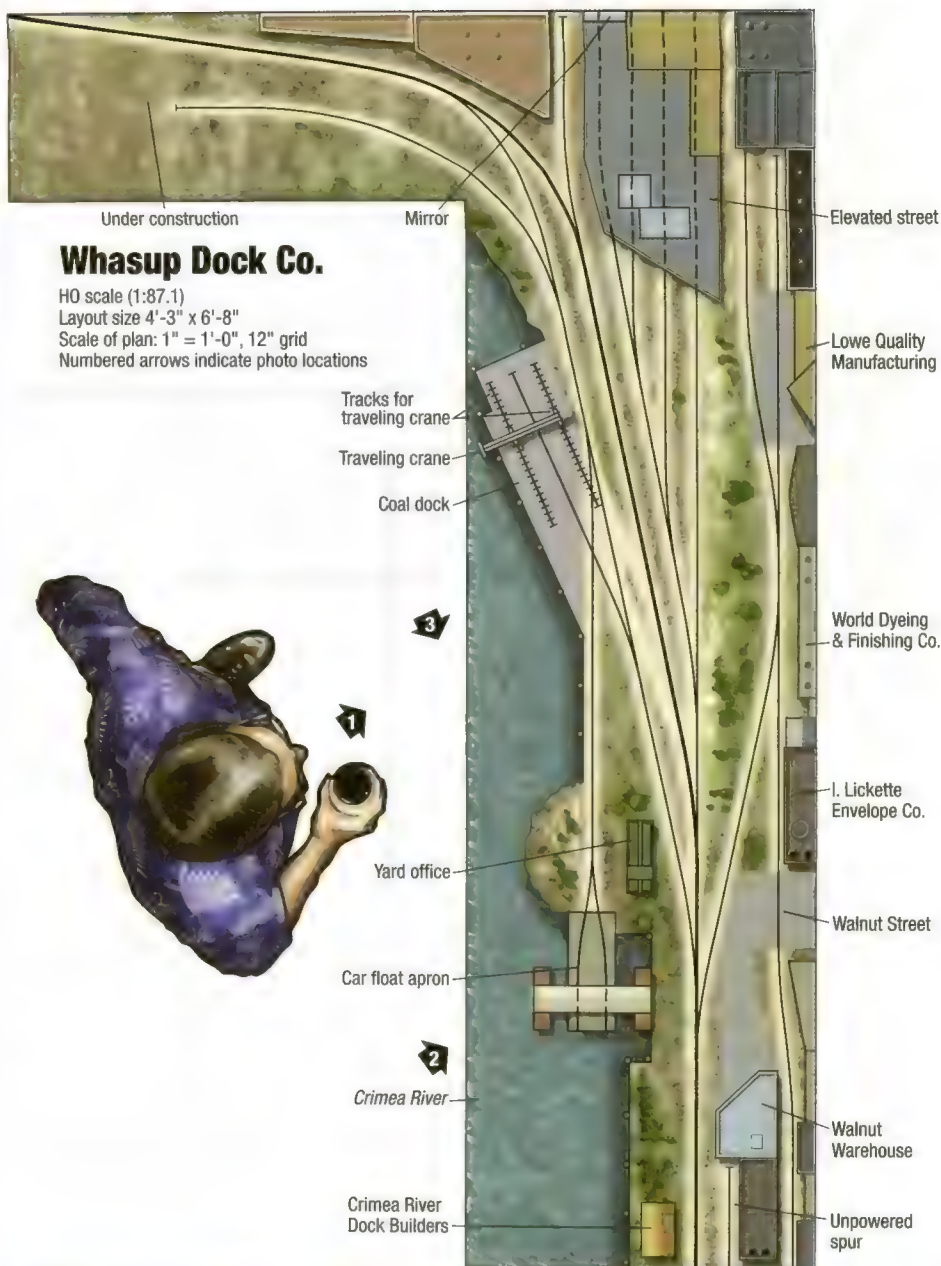
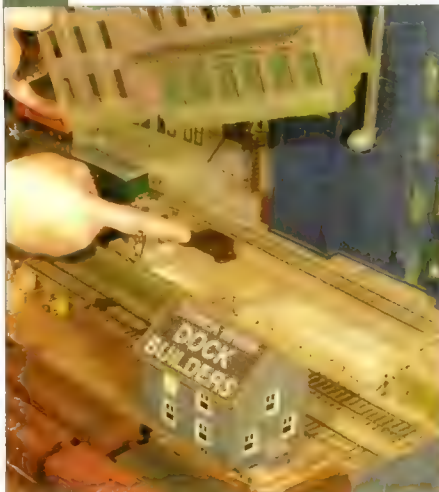


Illustration by Rick Johnson



2. Whasup Dock Co. no. 1, an 0-6-0T tank engine, and no. 2, a boxcab diesel, switch cars along the waterfront. The tug *Oliver* and barge rest on a lift-off section of "water" that Barbara uses to widen the river for photos.

Using cabinet catches to support structures



For structures that sit away from the backdrop, Barbara mounts the cabinet catch on the scenery base and the plate inside the structure.



For structures against the backdrop, she glues the cabinet catch inside a low-profile structure and attaches the metal plate to the backdrop.

As I built the Whasup Dock Co. I struggled to find the best way to hold structure models in place. I didn't want to permanently attach them to the scenery base with adhesive or screws, and most of the structures wouldn't stay upright for long if I set them loosely on the layout. After some experimenting, I found that magnetic cabinet catches proved the ideal solution. The magnets hold the buildings securely in place or flat against the backdrop, yet I can still easily remove any structure from the layout.

Cabinet catches consist of a magnet housed in a plastic case and a metal plate that sticks to the magnet and holds the cabinet door closed. On my layout, I use cabinet catches in a couple of different ways.

For low-profile structures against the backdrop, I glue the magnetic cabinet catch to the underside of the roof inside the structure and attach the metal plate to the backdrop. For structures that stand away from the backdrop, I use screws to hold the cabinet catch on the scenery base and glue the metal plate to the interior of one of the structure's walls. [Double-sided foam mounting tape works well, too. – Ed.] Larger structures require two or more catches to hold the model securely.

If a structure is too thin for me to mount the entire cabinet catch inside, I open up the catch's plastic housing and remove the magnet. Then I glue the magnet inside the structure.

Using this technique I don't have to worry about my buildings falling over, and I can easily move them out of harm's way when I have to fix a stretch of track or do other maintenance work. I also like having the option of being able to easily rearrange the locations of my buildings, which I've already done several times. – B.B.

with gloss medium and added wave effects to the river's surface.

I've also made a 19 $\frac{3}{4}$ " x 28 $\frac{1}{2}$ " lift-out section that rests on my workbench. I only use this section to widen the river when I photograph the layout.

Urban structures

Most of the structures on my layout are kitbashed or scratchbuilt to fit a specific location. I learned a lot of my kitbashing skills from the book *Kitbashing HO Model Railroad Structures* by Art Curren. [Out of print – Ed.]

Because the layout is on a narrow shelf, most of the larger structures are low-profile models. I varied the depth and height of the structures to make the city look more interesting. I also angled some of the buildings, such as Lowe Quality Manufacturing Co., along the backdrop. All of my structure models are attached to the layout with magnetic cabinet catches so I can easily remove them for maintenance or if I want to rearrange the structures in a scene. [See "Using cabinet catches to support structures" on this page. – Ed.]

One difficulty that I encountered when installing buildings against the backdrop was that rooftop details can cast shadows against the backdrop, ruining the illusion of a clear blue sky. Aside from careful planning, one technique that I used to avoid shadows was to make smokestacks half round, placing the flat side against the backdrop. I did this on the World Dyeing and Finishing Co. building.

A mirror mounted on the backdrop behind the city doubles the apparent size of the scene. I learned this technique from an article that I read about John Allen's layout. [See "The Art of using mirrors" in the December 1981 *Model Railroader*. – Ed.]

Harbor craft

One of my favorite things about setting my railroad along a waterfront is that I get to build some maritime models. All these models are removable so I can vary the scene.

A modified Model Expo kit, the tugboat *Oliver* is named after my late father from whom I got my love of the hobby. I raised the deck house and pilot house to resemble a railroad tug. [The tall pilot house is a common spotting feature of railroad tugboats and gave the tugboat crew better visibility over freight cars on a car float. – Ed.]

Using plans from a Sheepscot Scale Products kit, I scratchbuilt the steel coal barge from styrene. I've recently completed two wooden coal barges for the *Oliver* to tow. Other structures include the traveling crane at the coal dock and the scratchbuilt car float.

My current maritime modeling projects include a tramp steamer, a diesel lighter, and another railroad tug.

Building the roster

Although I have a few ready-to-run freight cars, I prefer to build my rolling stock from kits. I do all the work myself, including painting and lettering. I get a lot of satisfaction watching a model that I worked so hard on pass through a scene on the layout.

I've built many freight car craftsman kits from manufacturers, such as Funaro & Camerlengo, Sunshine Models, and other firms. I've also superdetailed many kit-built models, including those from Accurail and Roundhouse, with separate grab irons, running boards, and brake rigging.

In addition to brake rigging, I added windows from New England Rail Services and air-conditioning ducts to my passenger cars. I built most of my passenger cars from Funaro & Camerlengo, Rivarossi, and Walthers kits.

Motive power for the Whasup Dock Co. is provided by a Model Die Casting boxcab diesel and an 0-6-0T steamer. Both of these models have can motors. I upgraded the gears in the 0-6-0T and installed constant lighting. I also still have several locomotives lettered for Central Rockland RR that lead trains through the city.

I'm working on a few more locomotives for the Whasup Dock Co. I especially like tank engines, since their short length makes them perfect for a compact waterfront layout like mine. A shelf above the layout lets me store and display my locomotives when they're not in service on the railroad.

I weather all my models using a combination of techniques. I use an airbrush for an overall weathering coat and apply paint washes to bring out molded-in details. Drybrushing is effective for weathering wood or textured surfaces. Applying weathering powders works well for simulating concentrated areas of rust, dirt, or soot. I'm always experimenting and stay on the lookout for a new technique that will make my models look more realistic.

Operations on the waterfront

I operate the layout using DC. The control panel is mounted on drawer slides so that the panel can be stored under the benchwork when not in use. The top of the panel is a piece of aluminum that I painted black. I made the layout diagram on the panel with white tape and use push buttons to trigger the switch machines.

I'm planning to convert the layout to Digital Command Control in the near future. Installing decoders and sound systems into my tank engines, boxcab, and other motive power will be challenging but worthwhile projects.

I mainly operate the layout by myself. Freight cars arrive via the removable car float and are sorted at the freight yard or put on a siding for interchange with the Central Rockland RR. Other cars are picked up and placed on the car float to be shipped out. There are also several rail-served industries along the waterfront as well as the coal dock. For more variety I'll sometimes run a commuter train into or out of the city.

Expanding the railroad

Ultimately I hope to move into a house with a basement. Then I can expand the Whasup Dock Co. and connect it to a new and improved Central Rockland model railroad. Working on and operating my waterfront railroad has helped me hone skills that I look forward to applying to a larger layout.



3. A Central Rockland 4-4-2 Atlantic leads a commuter train into the city of Whasup. Barbara built the locomotive from a Model Die Casting kit. The yard office made from a retired caboose was built from a Revell kit by her father.



Meet Barbara Brunette

Barbara Brunette has been building models and reading *Model Railroader* for more than 30 years. She's also a member of the Rail-Marine Information Group (www.trainweb.org/rmig/). A former kitchen and interior designer, Barbara is also a singer/songwriter. Her other interests include gourmet cooking, oil painting, photography, and arts and crafts. She lives in West Babylon, N.Y.

However, I'm anything but bored with the Whasup Dock Co. I have the unscenicked section to complete and more rolling stock to build. There are still many details to add to the waterfront and city of Whasup, but the tinkering is all part of the fun. **MR**

More on our Web site

Want to learn more about adding rail-marine operations to your layout? Purchase the downloadable article collection *Railroading along the waterfront*. Click on the Information Station at www.ModelRailroader.com.



Three Duluth, Missabe & Iron Range road diesels lead a string of empty ore hoppers upgrade near Duluth, Minn. With momentum effects, you can simulate the speed and sound of a train crawling up a hill. Mike Cleary photo

How to simulate momentum effects

Long, heavy trains are part of the fascination many of us have with prototype railroads. Those trains take a long time to start moving and just as long to stop. Unfortunately, the physics of model railroading are such that our trains start and stop very quickly. However, thanks to Digital Command Control (DCC), we can simulate the effects of momentum when running our model trains.

By default, modern DCC decoders have 28 speed steps (stop to full speed). Each step increase has a corresponding increase in speed, which the locomotive reacts to almost instantly. However, there are Configuration Variables (CVs) that can slow the response.

The National Model Railroad Association's DCC recommended practices state that CVs 3 and 4 determine the speed response of a decoder. These can be used to simulate the momentum of a heavy train. Configuration Variable 3 controls acceleration using the following formula: value of CV3 x 0.896 seconds/number of speed steps. This means a value of 100 on a 28-step decoder would require approximately three seconds to increase a speed step, or about 90 seconds to go from a stop to full speed. This is probably too long for the length of most mainline runs, so you'll have to experiment.

Configuration Variable 4 works the same way for deceleration. However, slowing a train takes some getting used to. The last thing you want is your heavy brass 2-8-2 telescoping the resin caboose of a stopped train ahead of it.

Prototype railroads have rules in place to help prevent such collisions, and using them can make your layout more fun to operate. If your model railroad has signals, make sure your operators obey them. And even if you don't have a working signal system, operating rules state that you need to protect any stopped train with flagmen.

You might choose to have different momentum settings for different types of locomotives, depending on their use. Prototype diesel switch engines load (accelerate) very fast to aid in the flat switching, or kicking, of cars. You may program your switch engines to have no or very little momentum. Passenger engines, especially those pulling short commuter trains, might be programmed with moderate momentum. Units on an ore train or coal drag could be programmed with a lot of momentum.

Speed matching is important when you run your locomotives in a consist. (For more on the subject, see the September 2006 *Model Railroader*.) However, it's equally important to match momentum settings when

running in a consist. Some DCC systems, such as NCE's, have a momentum button on the throttle that automatically programs the units in a consist to the same values. Even without a button, it's fairly simple to use ops mode (programming on the main) to change CV3 and CV4 on all of the units in a consist, one at a time. This way, whether the engines are pulling a full or empty train, the units can be programmed to react accordingly, making operation more realistic.

Adding sound. Even though the mechanics of a heavy train are simulated, the illusion can be destroyed if the engines sound like they're in idle while crawling up a hill with a heavy train.

Some decoders have a manual notching feature that allows the operator to use function buttons to increase or decrease the revolutions-per-minute sound of the prime mover independent of the actual speed. This way a coal drag can sound like the locomotives are in run 8 (at full throttle) even though the train is barely moving up the hill. **MR**

Send your questions about Digital Command Control to DCC Corner, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail dcc@mrmag.com. We regret we can't answer all the questions we receive.

Mike Polsgrove



The Prodigy Advance DCC system calls Configuration Variable 3 "ACC" and CV 4 "DEC," which stands for acceleration and deceleration.



Programming a value of 15 in CV 4 will cause the locomotive to decelerate at a rate of 1 speed step every half second.



If you're running your layout with momentum effects, be sure to give your operators flagmen to protect their trains.

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72 seat Coach, Plated, FP	SP Mk-7/8/9 2-8-2, FP - NBL
SP C-9/10 2-8-0, FP - CHL	SP Mt-3/4/5 4-8-2, FP - GPM
SRR GP30, High Hood, FP	UP - Modern Dome Excursion
SSW Cotton Belt SD45T-2, FP	Passenger cars: Coach, Diner,
UP City of St. Louis, 10 cars,	Lounge, Baggage, FP - OMI
Lighted tail sign TCY - New	UP Lone Star business car, FP
UP AC45CCTE 5300 ser. FP	EMD SD40T-2/SD45T-2 for
UP #80 Coal Turbine - OMI	D&RGW, SP, SSW, UP, FP - OMI

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Product Reviews



Sound-equipped HO GP40-2 road diesels have many roadname-specific details

A great-looking GP40-2 is the latest addition to the popular line of Electro-Motive Division road diesels offered by Atlas. The new HO scale model is a smooth-running unit that represents what railfans call the Phase 1 version, and it's offered with railroad-specific detailing in a Silver series DC version, or as a Gold series model with an automatic dual-mode Digital Command Control (DCC) decoder and sound system.

General Motors' Electro-Motive Division introduced the 3,000-h.p. GP40-2 in 1972, and 1,131 were built by the end of production in late 1978. Chessie System owned the largest fleet with 147 Phase I

units that were split between its Baltimore & Ohio and Chesapeake & Ohio companies.

Our samples closely match the GP40-2 dimensions shown in the Simmons-Boardman *1974 Car and Locomotive Cyclopedia*. The primary spotting details for Phase I GP40-2s are an engine water-level sight glass on the right rear side of the hood, a large electrical cabinet and straight air duct on the left side, and a lengthened battery compartment.

Railroad-specific details. Atlas builds its GP40-2's using various combinations of detail parts to produce a railroad-specific model for each prototype paint scheme. A pair of exploded isometric drawings in the instructions show the model's construction. Some minor assembly is required, but the only

tools needed are a sprue cutter, sharp hobby knife, modeler's pliers, and an couple of drops of cyanoacrylate adhesive (CA).

The different models include the appropriate long hood insert to simulate standard or extended-range dynamic brakes, or a plain roof. Separate parts are provided to detail the pilots with either m.u. hose storage boxes, a rock pilot, or a snowplow, depending upon the prototype. Both pilots are fitted with brake hoses, m.u. cables, and uncoupling levers. Fragile parts like the air horns, cab sunshades, radio antenna, and drop steps are packed separately for user installation.

All of the steps have see-through openings, and each locomotive has individually applied window wipers, metal grab irons, and handrails.

The paint on both of our samples is smooth with clean color breaks, and the lettering is clear and opaque. Colorful EMD builder's plates are printed beneath the cab.

Mechanism. The GP40-2 is powered with a revised mechanism that's compatible with the other recent-production Atlas GP38s and GP40s. Its die-cast metal frame now includes an A-frame bracket for a pair of speakers along with spaces for the five-pole can motor, printed-circuit board, turned brass

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- 82 Kato N scale
Broadway Limited
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Y-3a class 2-8-8-2
- 86 QSI Solutions
DCC sound decoder
- 89 MFR "Quick looks"
HO scale freight house kit
On3 ready-to-run caboose



The GTW unit comes with a low snowplow pilot on the front while the Chessie unit has a rock pilot.

» HO GP40-2 road switcher

Price: \$149.95 Silver series DC only; \$239.95 Gold series with sound and DCC decoder

Manufacturer

Atlas Model Railroad Co.
378 Florence Ave.
Hillside, NJ 07205

Road names (multiple road numbers):

Grand Trunk Western; Alaska RR; Atlanta & West Point; Chessie System (B&O and C&O versions); Conrail; CSX; Denver & Rio Grande Western; Detroit, Toledo & Ironton; Florida East Coast; Georgia RR.; Reading; Richmond, Fredericksburg & Potomac; Western Ry. of Alabama; undecorated

Features

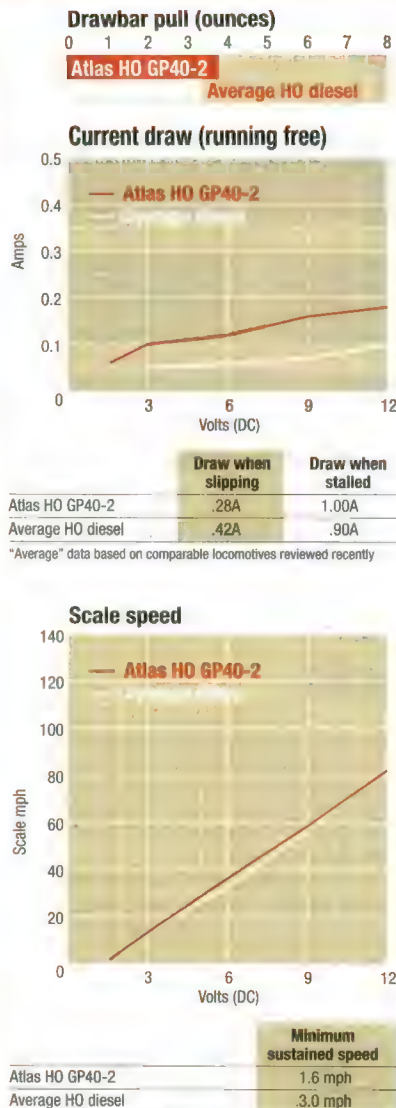
Accumate magnetic knuckle couplers (correct height)
Automatic dual-mode sound decoder with dual speakers for use on layouts with DC or Digital Command Control (DCC models)
Die-cast metal underframe
Drawbar pull: 4 ounces
Five-pole skew-wound motor with dual flywheels
Minimum radius: 18"
NMRA-recommended eight-pin DCC plug (DC models)
Painted crew figures
2,600- or 3,600-gallon fuel tank
Weight: 13½ ounces

flywheels, and acetal plastic universals and gearboxes.

Excellent early EMD GP or later modified GP truck sideframes are included where appropriate. All of the axles are driven, and all eight drivers pick up electricity.

The RP-25 contour wheelsets match the National Model Railroad Association standards gauge. Both trucks are wired to connectors that plug into the printed-circuit board.

Dual-mode electronics. We reviewed a Gold series model that includes a dual-mode decoder so the locomotive can run on either DCC or DC. A 41-page *Diesel*



Locomotive Operation Manual explains the details of using QSI's dual-mode system. However, Silver series (DC) models cannot operate in multiple with these models due to the higher starting voltage required by the sound system.

The QSI Quantum sound system is a full-function dual-mode DCC sound decoder. It delivers smooth control as well as excellent diesel sounds. This decoder also responds to QSI's Quantum Analog Remote Control (QARC). On DC layouts you can operate and program sound functions using a QARC controller (not included) that can be easily added to most DC power packs.

The operating manual explains all of the QSI system's operating and adjustment procedures. On DCC, the system uses 12 function keys to activate the decoder's sounds and turn the lights on or off. Individual volume adjustments are available for all of the sounds.

When activated, the system gives verbal confirmations of changes in the DCC configuration variable (CV) settings. In case of a user programming error, a magnetic wand resets everything to the original factory default settings.

The locomotive comes factory programmed for regulated throttle control (RTC) that simulates momentum. This means it responds slowly to changes in the throttle settings. It can be reprogrammed to standard throttle control if you prefer more direct response.

The DC-only units include an NMRA-recommended 8-pin socket for easy conversion to DCC. Units with QSI sound have a different PC board plus a pair of speakers mounted over the rear truck.

Performance. On DC our Gold series GP40-2 sample started moving steadily at only 1.2 scale mph. It continued to operate smoothly, with appropriate sound changes, throughout its entire speed range. The top speed is near the prototype's 83 mph maximum.

Both versions produced identical 4-ounce drawbar pulls equivalent to 56 free-rolling HO freight cars on straight and level track.

Our samples came with standard size Accumate magnetic knuckle couplers. However, the model will accept other brands of magnetic knuckle couplers as well.

This smooth-running, medium-size locomotive is a versatile addition to the Atlas line of HO locomotives. Its superb detailing, great performance, and excellent sounds would make it a standout on any layout. — *Jim Hediger, senior editor*

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N scale 1949 *Broadway Limited* passenger cars rate a blue ribbon

The *Broadway Limited* was the Pennsylvania RR's most prestigious train, running overnight between New York and Chicago for more than six decades. These newly tooled N scale passenger cars from Kato depict the 1949 version of the train and look great behind the firm's N scale GG1. [See the review in the January 2009 *Model Railroader*. – Ed.]

Equipment. The wood cars assigned to the *Broadway Limited* at its launch in 1902 were soon replaced by steel heavyweights, which in turn gave way to streamlined lightweight cars in 1938. Pennsy re-equipped the train for the final time in March 1949 with new cars from Pullman-Standard, American Car & Foundry, and the Budd Co. There were eight car configurations (plus a rebuilt 1910-vintage Railway Post Office) containing six different types of sleeping rooms, including two rare and spacious "master rooms."

All cars were painted in the PRR's distinctive Tuscan red livery and remained in the train for its entire 906-mile run. The postwar *Broadway's* appearance changed little in its 21-year history, al-

though, apart from seasonal spikes, train length gradually decreased (in 1949, it might be 15 cars; by late '67, after the RPO had been taken off, it was down to 8).

An exception to the *Broadway's* uniform look was a transcontinental sleeper operated daily between 1946 and 1957 in conjunction with the Atchison, Topeka & Santa Fe Ry., which handled it between Chicago and Los Angeles. Prewar stainless-steel or two-tone gray cars initially covered the service, but beginning in 1953 a Santa Fe *Regal*-series stainless-steel car was used.

In the electrified territory east of Harrisburg, Pa., a single GG1 motor hauled the *Broadway Limited*. Motive power west of Harrisburg usually consisted of Electro-Motive Division E7 diesels (A and B units) and/or EMD E8 diesels (A units only).

The model. The passenger cars in the Kato 10-car *Broadway Limited* set are excellent, free-rolling N scale representations of their prototypes. The set consists of seven of the 1949 *Broadway Limited* car types. These include BM70m Railway Post Office (RPO) no. 6579, 12-duplex-room/4-double-bedroom

▶▶ N scale *Broadway Limited*

Price: \$250 (10-car set), \$100 (4-car add-on set), \$25 (Atchison, Topeka & Santa Fe Ry. 4-4-2 sleeper)

Manufacturer

Kato U.S.A. Inc.
100 Remington Rd.
Schaumburg, IL 60173
www.katousa.com

Features

- Prototype-specific interiors
- Illuminated tail sign and marker lights on observation car
- Kato knuckle couplers at correct height
- Low-profile metal wheels in gauge
- Minimum radius: 11"
- Weight: 1.25 ounces (RPO weighs 1 ounce)

sleeper *College Creek*, 5-double-bedroom/bar-lounge car *Harbor Cove*, 68-seat dining-room car no. 4608 with kitchen/crew-dorm car 4609 (operated as a "twin-unit diner"), four 10-roomette/6-double-bedroom sleepers (*Octoraro Rapids*, *Raccoon Rapids*, *Schuylkill Rapids*, *Turtle Rapids*), and sleeper/lounge/observation car *Mountain View*.

Observation car *Mountain View* represents one of two unique double-bedroom/master-room cars built for the '49 *Broadway Limited*. The model sports the illuminated keystone-shaped, red-white-and-blue tail sign that both these cars carried when new. This design was



Observation car *Mountain View* includes an accurate tail sign that's illuminated by track power.

replaced with a rectangular, black-and-white sign circa 1956.

Two 1949 *Broadway* car types missing from Kato's basic 10-car set – the *Imperial*-series 4-double-bedroom/4-compartment/2-drawing-room (4-4-2) sleeper and the *Inn*-series 21-roomette sleeper – are included in a four-car add-on set. These cars (two of each type) are of the same high quality as those in the main set. Also available from Kato, separately, is Santa Fe 4-4-2 sleeper *Regal Spa*.

Included with the 10-car set are nine straight sections of Kato Unitrack that measure a total of 87¾" in length, plus a single bumping-post section. The 10-car set measures 65 inches; with the four add-on cars, it's 91 inches.

All cars match in detail and overall dimensions the prototype drawings published in the October 1994 *Model Railroader*. Paint, lettering, and striping are crisp

and evenly applied, although the numerals on the two dining-car units are not the correct font.

The car bodies are smoothly painted in the correct shade of PRR Tuscan. The striping and lettering are the correct shade of PRR Buff.

Model construction. The cars have press-fit plastic body shells with clear window glazing. The interior floors have molded wall, seat, and other details. A metal weight is sandwiched between the floor and car chassis.

Each car is .2 ounces too light according to National Model Railroad Association RP-20.1. (The RPO is .3 ounces too light.)

Although only the observation car has factory-installed lighting, the trucks on each car have metal contacts installed. Kato offers separate interior lighting kits for these cars.

From the truck sideframes to each car's rooftop, the attention to detail here is considerable. Notable examples include the carefully rendered tail sign on the observation car, the RPO's unique-to-PRR trucks, rooftop antennas on the *Harbor Cove* and *Mountain View* cars, side panels on the Budd-built *Inn* cars, and the full-width diaphragms between the diner's two units. With all the add-on cars included, this is an impressive, accurate representation of the mid-1950s *Broadway Limited*.

The Pennsylvania RR called its family of East Coast–Midwest limiteds the "Blue Ribbon Fleet," and this fine offering from Kato also is deserving of that title. – *Rob McGonigal*, editor, *Classic Trains* with *Dana Kawala*, associate editor, *Model Railroader*



The twin-unit diner (dining room car no. 4608 and kitchen/crew-dorm car) features a full-width diaphragm.

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N scale 2-8-8-2 Y3a Mallet now available with sound

A highly detailed N scale model of a Y3a 2-8-8-2 steam locomotive is now available with a factory-installed sound system. This N scale Y3a from Walthers features a dual-mode Digital Command Control (DCC) sound decoder. The tooling for the model is the same as the DC version from Life-Like that we reviewed in the March 2003 *Model Railroader*.

The prototype. Our sample represents Virginian Ry. engine no. 738. Built in the American Locomotive Co.'s Schenectady, N.Y., shops, the engine started out as Norfolk & Western class Y3a no. 2021 in 1919. It was sold in 1944 to the Atchison, Topeka & Santa Fe, which renumbered it 1790, then four years later sold it to the Virginian. It was scrapped in August 1954.

A picture of Virginian 2-8-8-2 no. 741 closely resembles our model, including the angled number boxes that were added by that railroad. These number boxes weren't used by the Norfolk & Western or the Santa Fe.

Counting rivets. The Y3a was based on the United States Railroad Administration's 2-8-8-2 design, but Walthers models the N&W's class Y3a. Even so, the model closely matches the dimensions of a USRA 2-8-8-2 from the 1930 *Locomotive Cyclopedia of American Practice*.

The locomotive has a utilitarian black paint job with a graphite smokebox and firebox. The minimal yellow lettering is straight, crisp, and vivid, with even the tiny

capacity lettering on the tender being readable.

Other details make this model a standout, including fine piping along the boiler, rivet detail on the boiler and tender, metal handrails, and working valve gear.

Removing one screw in the smokestack and one under the cab let me lift off the top of the plastic shell. Inside, a split-frame motor with dual flywheels nestled into the metal frame. Worm gears turn two axles on the rear set of drivers and one on the front set; motive power is transferred to the others via the side rods. All the drivers handle electrical pickup.

Now hear this. Our sample came equipped with a dual-mode sound decoder, meaning it works both under Digital Command Control and direct-current operation. In DC, the decoder makes use of a power pack's reversing switch to trigger the whistle and bell. The decoder keeps the locomotive moving in the same direction even when the switch is flipped.

The model also comes with a magnetic wand that can be used to program other effects. Placing the wand across the tender while turning the power off or on can control the master volume, turn the locomotive on or off, or return the decoder to factory settings.

The model's powerful sound system features two downward-facing 1/2"-diameter speakers mounted on the tender's chassis. Both speakers are well-enclosed so there are no buzzes or rattles, even at full volume.

►► N scale 2-8-8-2 Mallet

Price: Direct-current, \$224.98; with Digital Command Control and sound, \$324.98

Manufacturer

Wm. K. Walthers
P.O. Box 3039
Milwaukee, WI 53201
www.walthers.com

Road names: Virginian Ry.; Atchison, Topeka & Santa Fe Ry.; Norfolk & Western; Pennsylvania RR; Union Pacific; (two road numbers each in DCC, one in DC), and undecorated version

Features

Blackened RP-25 contour nickel-silver wheels (in gauge)
Can motor with dual flywheels
Optional user-applied tender doghouse
Proto-Max magnetic knuckle coupler on tender (at correct height)
QSI Quantum sound system (DCC models only)
Traction tires on last set of drivers (user-replaceable)
Weight: 5 ounces (without tender, 3.25 ounces)

A powerful puller. Like the prototype, Walthers' 2-8-8-2 boasts a hefty drawbar pull. The model exerts a pull of 2.1 ounces, which is equivalent to 50 N scale freight cars on straight and level track.

Although all the drivers have flanges, our sample easily transited a 9 3/4" radius curve, since both sets of drivers swivel (unlike the prototype). However, the Y3a would look best on broader curves.

I tested the model first under direct current. At almost 4 volts, the sound of the steam engine

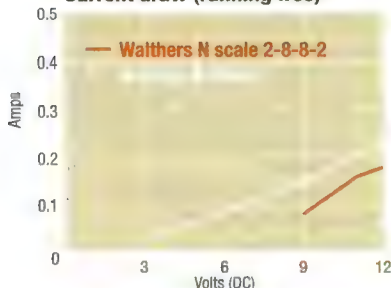
Drawbar pull (ounces)

0 .5 1 1.5 2 2.5 3 3.5 4

Walthers N scale 2-8-8-2

Average N steam

Current draw (running free)



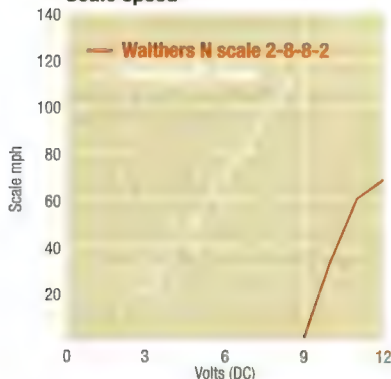
Draw when slipping

Draw when stalled

Walthers N scale 2-8-8-2	.30A	.52A
Average N steam	.22A	.42A

Average data based on comparable locomotives reviewed recently

Scale speed



Minimum sustained speed

Walthers N scale 2-8-8-2	1.3 mph
Average N steam	8.8 mph

started. At 9 volts, the locomotive crept along at 1.3 scale mph. At 10 volts, it reached 34 scale mph, close to the prototype's typical top speed. At 12 volts, the locomotive moved at 69 scale mph.

In Digital Command Control, the model started and ran rather hesitantly at lower speed settings. This evened out somewhat when I increased the model's starting voltage (Configuration Variable 2). Switching to 128 speed steps made it easier to control the locomotive's speed in the lower ranges.

Big sound in N scale. The upgraded Walthers model is a smooth-performer, especially in DCC. With sounds appropriate for a hard-working Mallet, this N scale Y3a now sounds as good as it looks. – Steven Otte, associate editor

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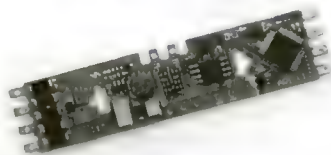
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Are you looking to add realistic sound to your HO scale motive power fleet? The QSI Revolution-A supports an extensive library of downloadable locomotive sounds and is designed to fit a wide variety of locomotives. This dual-mode sound decoder will work on DC or DCC-equipped layouts.

Many options. The Revolution-A decoder measures 0.69" x 2.86" and will fit many HO scale locomotive models, including the Athearn Genesis F3/7, Atlas B40-8, Kato C424 and many others. See the QSI Web site at www.qsisolutions.com for a full listing.

When ordering the Revolution-A decoder you'll need to specify the correct Sound Set ID from the QSI Web site. This will ensure that you receive decoders programmed with the correct sounds. Sound files are available for a multitude of steam, diesel, and electric locomotives. The sample we reviewed had sounds appropriate for a first generation Electro-Motive Division diesel locomotive equipped with an EMD 567 engine.

Installation. The QSI Revolution-A isn't a plug-and-play decoder. There is no factory-installed wiring harness or an 8- or 9-pin plug. In a

"DCC-ready" model, such as the HO scale Athearn Genesis F7, the Revolution-A replaces the existing printed-circuit board, so after removing the old PC board you'll need to solder the model's wires to corresponding connections on the decoder as outlined in the wiring diagram in the decoder's instruction manual. Prior to installing the decoder into some older models you'll also want to make sure that the model's motor is isolated from track power.

The decoder's low profile allows you to install it into many newer locomotives with minimal or no modifications to the model. In addition, the decoder supports 1.5V 15ma lamps or light-emitting diodes without the need for additional resistors.

Our review sample came with a 1"-diameter 8 Ω round speaker and a plastic speaker enclosure. Speakers and enclosures are available in other sizes from QSI.

Operation and programming. I operated the QSI Revolution-A decoder with an MRC Prodigy Advance DCC system and the decoder's sound quality is top-notch. The recorded rumble of the 567 engine sounds just like the real thing, and the factory-programmed Regulated Throttle Control adds realistic momentum to the locomotive's performance. The QSI Revolution-A decoder also supports Standard Throttle Control, which provides a direct response to throttle commands.

► DCC sound decoder

Price: \$99.95

Manufacturer

QSI Solutions c/o American Hobby Distributors
57 River Road, Suite 1023
Essex Junction, VT 05452
www.qsisolutions.com

Features

- 1-2 watt audio amplifier
- 8 sound channels
- 13 functions
- 14, 28, 128 speed steps
- Automatic dual-model operation for sound on DC or DCC layouts
- Steady state current: 1.3A (about 2A stall current)
- Supports programming on the main or programming track (to read back CVs)

Along with function 2, which triggered the Nathan air horn, the decoder has 13 functions. I especially enjoyed the dual effect of function 9, which triggers a shut-down sequence when the locomotive is stationary and activates a heavy load feature when the locomotive is moving, which lets you increase the engine RPM, while the locomotive's speed remains constant.

I easily programmed many of the decoder's configuration variables, including the decoder's long address and acceleration and deceleration rates. The decoder supports advance consisting.

A welcome feature of the QSI Revolution-A decoder is that you won't have to worry about it becoming obsolete in the near future. The firm regularly offers performance and sound upgrades available free-of-charge via its Web site. You can also download a new sound file for a different type of locomotive. However, you will need to purchase a QSI Quantum Programmer (suggested retail price, \$99.95) to download any upgrades or new sound files into QSI decoders.

Versatile, upgradable, and including a long list of programmable features, the Revolution-A decoder is a great option for adding high-quality sound to a locomotive model. — D.K.

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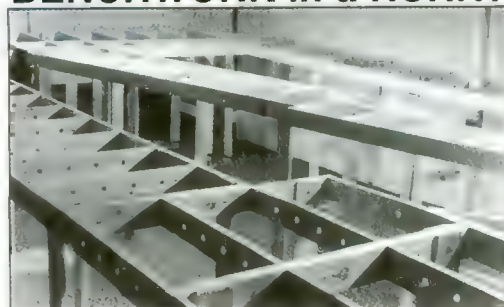
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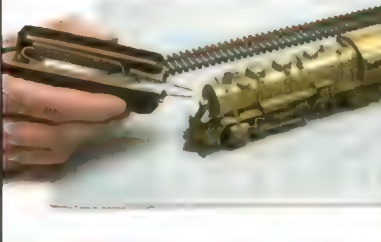
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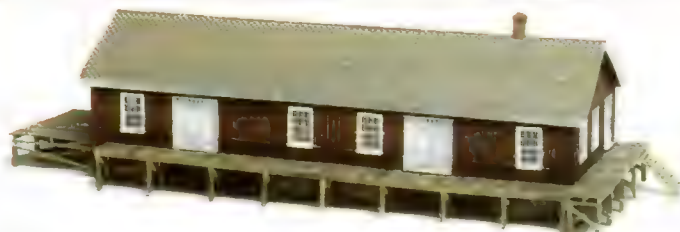


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Product Reviews

► An MR quick look: HO scale freight house kit



Price: \$89.95

Manufacturer

Bollinger Edgerly Scale Trains
375 Bean Hill Rd.
Belmont, NH 03220
www.besttrains.com

Comments: HO scale New England modelers can add an accurate model of a prototype that still stands in rural New Hampshire with the Wolfeboro Freight House from Bollinger Edgerly Scale Trains. This craftsman kit comes with laser-cut scribed wood siding, milled stripwood, self-adhesive paper-board shingles, Grandt Line styrene windows, and more than two dozen cast metal pallets, milk cans, barrels, and crates.

Assembling the freight house is fairly easy, although the kit requires cutting your own stripwood to length. A tool like the NorthWest Short Line Chopper II comes in handy, especially when cutting 160 identical deck planks.

Cutting, gluing, painting, and weathering took me about 10 hours. The most time-consuming steps were building loading docks and adding the shingles.

This kit, based on a meticulously researched prototype, would be a great addition to a freight yard, or it could be repurposed as a small warehouse. Building it requires only a moderate skill level and produces a great-looking structure. — S.O.

► An MR quick look: O scale narrow gauge caboose

Price: \$119.95

Manufacturer

San Juan Car Co.
P.O. Box 1028
Durango, CO 81302
www.sanjuancarco.com

Comments: An O scale model of a 30-foot eight-wheel caboose that rode the three-foot gauge rails of the Denver & Rio Grande Western is available as a ready-to-run plastic model. The San Juan Car Co. D&RGW "long" caboose is available with wheels gauged for On3 or On2½ track.

The model's prototype was one of five radial-roof cabooses rebuilt by the Rio Grande between 1920 and 1923. The O scale model's dimensions match drawings in *A Century + Ten of D&RGW Narrow Gauge Freight Cars, 1871 to 1981* by Robert E. Sloan (published by the author).

The model is available lettered for the D&RGW with the "button" herald or "flying Rio Grande"

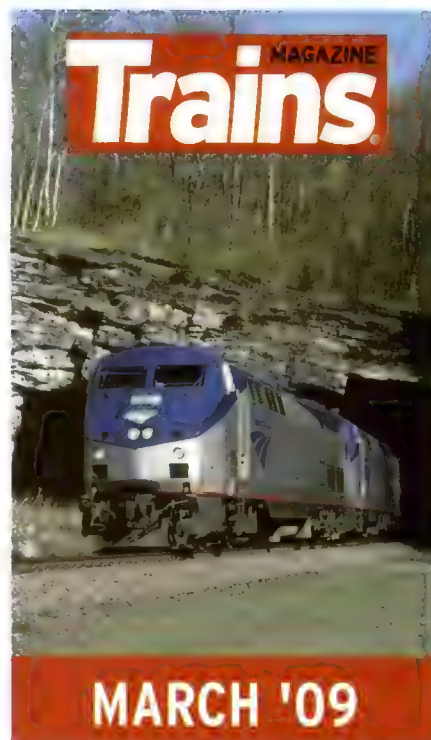


lettering. An undecorated model is available. Our review sample came decorated for no. 0517 as it appeared in the early 1950s.

The On3 caboose has many separately applied detail parts, including brake rigging and truss rods on the underframe.

According to National Model Railroad Association standards, the model's body-mounted magnetic knuckle couplers are at the proper height and the metal wheels are all correctly gauged. The On3 caboose weighs five ounces, which is 2½ ounces less than recommended by the NMRA.

This O scale model accurately depicts its long-serving Rio Grande prototype. — D.K.



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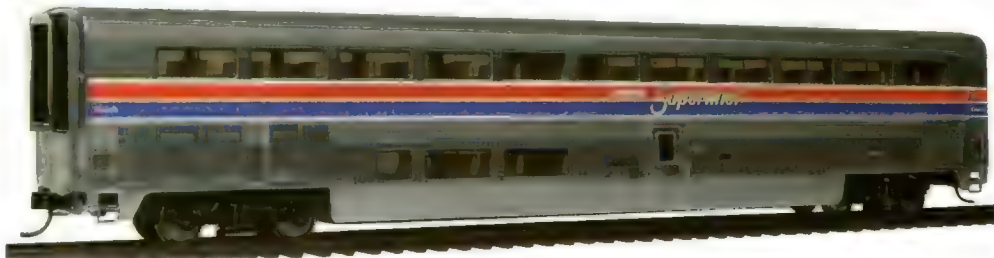
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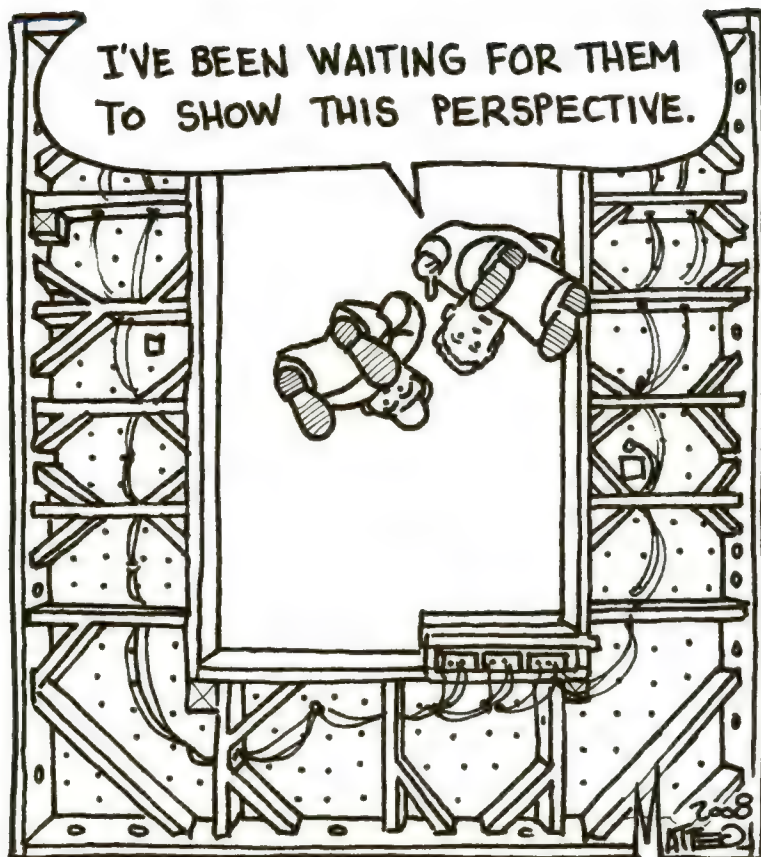
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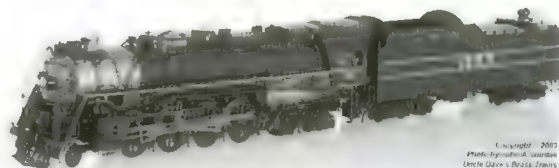
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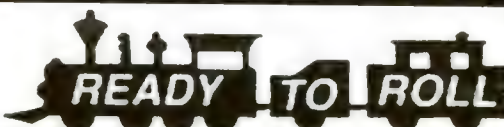
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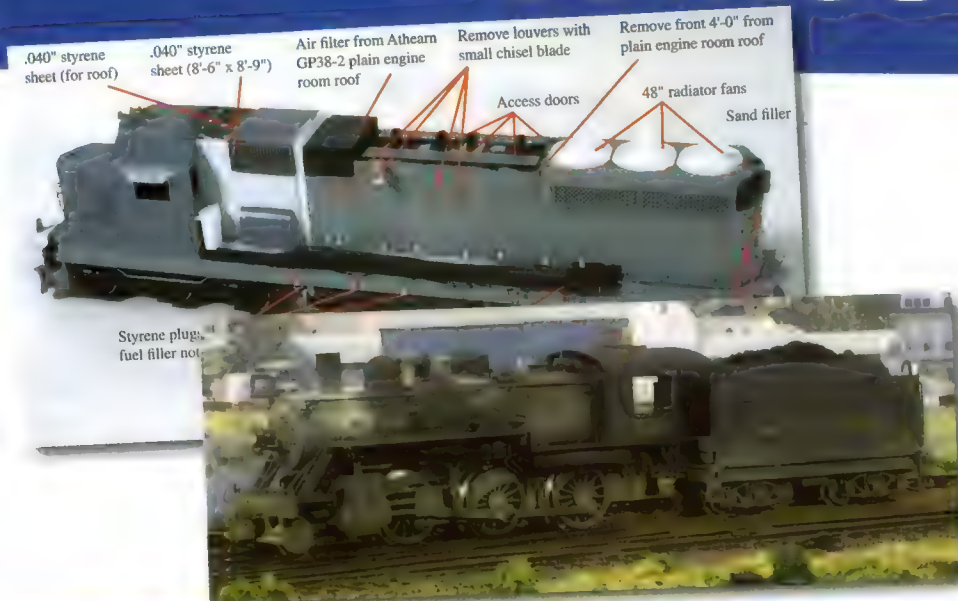


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2. Entries can be in any scale from Z scale through large scale (G scale).

3. The locomotive must operate and be able to pull a train on appropriate scale track.

4. Your submission must include:

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B. Six to 12 publishable photos of the locomotive before and after modification taken at different angles while on a layout, diorama, or section of track with an appropriate

backdrop. Photos must have good depth of field (foreground and background are in focus). All photos should be original and can be slides, prints, color transparencies, or digital. Prints must be glossy and 5 x 7 inches or larger. Digital images must be submitted on CD in RAW (preferred) or TIFF formats with a resolution of at least 300 dpi at 8 x 10 inches. JPEG format images of 300 dpi or greater will be accepted, but JPEG files do not produce publishable images of the same quality as RAW or TIFF files. Computer printouts (do not need to be photo-quality) of all digital images are required to allow the contest judges to review each submission. **Do not submit images via e-mail.**

C. Publishable photos of the kitbashing project while under construction, especially close-up photos showing the key elements described in your text.

D. A photo of the prototype locomotive your kitbashed model represents.

E. Captions for all photos, including details or techniques being illustrated.

F. Drawings (if appropriate) to provide helpful information to a reader trying to duplicate your project. Neat pencil sketches are acceptable as well as computer-generated drawings. All illustrations will be reformatted by *Model Railroader's* staff to fit the magazine's style should your story be published.

G. A brief biography and photo of yourself.

5. Articles must be written and submitted by the entrant. You are not required to take your own photos, but you are responsible for compensating the photographer and securing all copyrights to the photos.

6. Each contestant is limited to one entry.

7. All entries must be received in *Model Railroader's* offices no later than June 1, 2009.

8. Winning entries will be published beginning in late autumn, 2009. The first-prize winner is awarded \$1,000, second-prize winner is awarded \$500, and third-prize winner is awarded \$300. In addition, winning entrants will be paid for their kitbashing stories at our standard publishing rates.

9. All winning entries become the property of *Model Railroader* magazine.

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11. Non-winning entries not selected for purchase will be returned only if appropriate packaging and postage are supplied by the entrant at time of submission.

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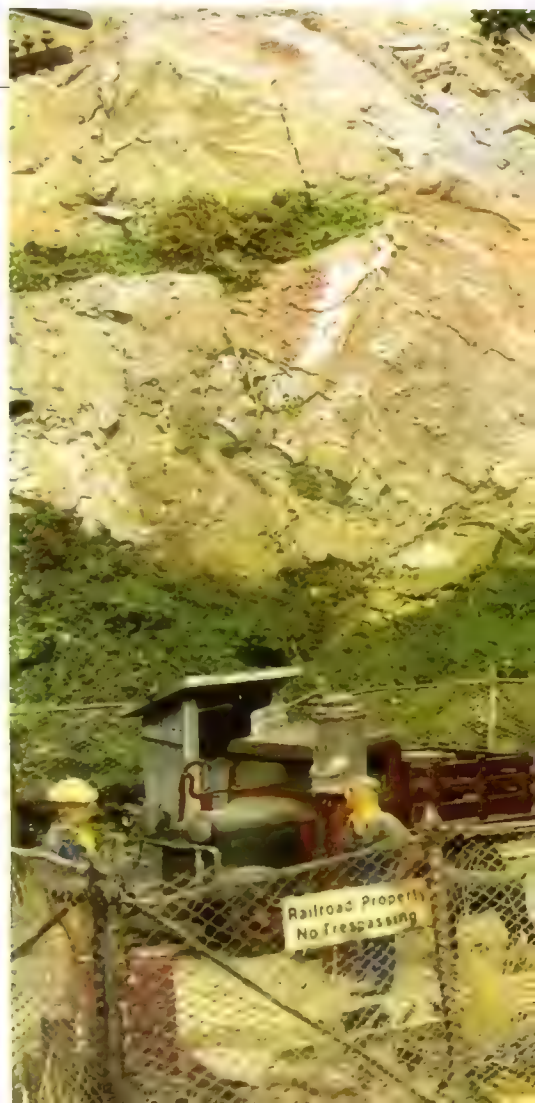
Trackside Photos



It's another day at the office for the maintenance crew on Richard Bourgerie's HO scale Timberline RR. The maintenance office is an Evergreen Hill kit, and the work car is a Tichy Train Group kit. The photo was shot by Richard, of Noblesville, Ind., who also took the picture that won MR's 29th photo contest in 2007.

Want to see your work in Trackside Photos?

Trackside Photos is a showcase for the work of *Model Railroader* readers. We encourage contributions. Send your photos (original color slides or digital images 5 megapixels or better on CD-ROM) to: *Model Railroader*, Trackside Photos, P.O. Box 1612, Waukesha, WI 53187-1612. Include caption information, such as a description of what's going on in the picture; the name, scale, era, and locale of the layout; and information about the rolling stock or structures pictured. For a copy of our photo submission guidelines, contact editorial associate Eric Stelpflug at 262-796-8776, ext. 583, or mrmag@mrmag.com.





Ron Sipkovich of Laguna Nigel, Calif., models Southern California's Cajon Pass in the 1990s in N scale. Ron snapped this photo of pooled Burlington Northern and Santa Fe power leading a manifest freight through Frost Ranch west of Victorville, Calif.



Trackside Photos



Ohio & Northeastern no. 709, a patched-out ex-Gulf, Mobile & Ohio GP38, moves in to pick up a boxcar at the Lemley Hot Air and Gas Co. near Strongsville, Ohio. The action takes place on the HO scale layout built by Harry Crouch of Toronto, Ohio.

Greg Condio photo



The *California Zephyr* eases up to the platform in front of Stephen Hayes' HO scale model of Union Station at Salt Lake City, which served the Western Pacific and the Denver & Rio Grande Western. Stephen, of Soulsbyville, Calif., scratchbuilt the station from styrene, aircraft plywood, and acetate, working from prototype photographs and on-site measurements. He also took the photo.

The New River Mining Co. in Bluefield, W.Va., is a 24-hour operation on the HO scale L&K RR, a freelanced, transition-era line built by George Bloodworth of Atlanta. Here, a switcher spots empties at the tipple.

Peter Youngblood photo



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Trains of Thought

Layout visitation etiquette

Tony Koester



Most of the freights on Jack Burgess's HO Yosemite Valley RR are expected to be rather short, especially when the conductor is paying attention to his pickups and setouts. Jack Burgess photo

One of the privileges of being a model railroad magazine editor is that this job gives me an excuse to visit quite a number of model railroads. I probably see more layouts in a year than many modelers see in a lifetime.

During the decades of layout touring, I have developed a strong sense of proper etiquette for layout visitors that I would like to share with you here. Rather than offering a boring list of dos and don'ts, I'll relate them in anecdotal form – and leave it to you to figure out who the guilty party might have been.

"Very nice job on that depot, Sam. I see you've also included a fully detailed interior."

"I did that as part of qualifying for the National Model Railroad Association Achievement Program certificate for structures," Sam responds without looking up from his workbench, where he's checking to see why the rear truck of a wood caboose keeps derailing.

"Even the interior of the bathroom is detailed," I observe

out loud, "right down to a roll of toilet paper. Amazing!"

"How in the world did you ever see that – through the tiny bathroom window?"

"Nope. I popped off the roof, and there it was."

"The roof isn't removable. Or it wasn't when I built it."

"Where did you get that Monon flat car, Dick? I've been looking all over for one like that."

"I believe that's an old Ulrich metal kit."

"Very nice!"

(Sound of metal contacting layout surface after a drop of maybe two feet.)

"Oh. I see the car's wood sides are removable."

"So what do you think of the changes Allen made to his west-end staging yard?"

"Um, very interesting. You sure the dispatcher wants you out here on the main?"

"No problem. I just follow the CTC signal indications. You can't go wrong. So, as I was saying . . ."

Thud!

"Uh oh – my train suddenly stopped in the tunnel!"

"Look at the other end of that tunnel; there seems to be another stopped train over there as well. Looks like you two had a cornfield meet in the tunnel."

"Dispatcher to 97. Did you run a red signal at the east end of Dawson Spring?"

"Um, well, most of the time that signal is green!"

"No, I never did much care for push-button throttles. Give me a good ol' knob any day!"

"There's nothing wrong with push-buttons. It's just how you use them that matters."

"They have no feel. I want to know what my train is doing at all times, and a knob . . ."

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"Oh, I, um – oh, my word. Call the big hook – as quietly as possible, please."

"Let's see here, we started with four cars at El Portal, picked up several more in Bagby, and there are a few more to pick up here as well. Yes sir, we're going to come down the valley with quite a train today."

About this time the layout owner ambles by and observes, "My, that's quite a long train."

"Why, um, yes, it is. Yes, indeed." And you wonder for only an instant why he made that comment before it dawns on you that on this railroad, picked-up cars often move only one town or two before being set out again; they don't all get hauled to the division-point yard – as the way-bills you hadn't really bothered to read clearly stated.

I plead guilty to some of these real-life transgressions but was an innocent, if slightly bemused, observer to other offenses listed here. One thing for sure, however, is that the lesson is always the same: A visitor should keep his paws off the models unless instructed otherwise, and he has to pay close attention to what got him invited there in the first place. **MR**

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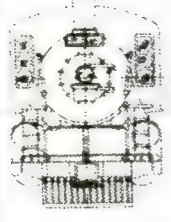
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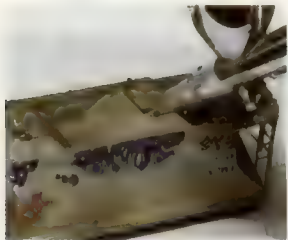
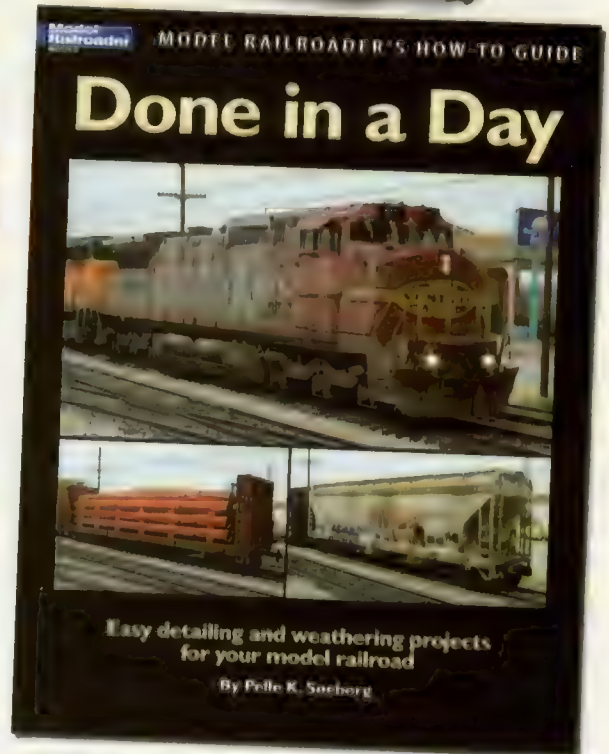
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Notice to Readers: Show dates, times and locations sometimes change. Confirm the details before driving any distance. Please go to www.mrrmag.com and click on the **Schedule of Events** section to get more complete information on these and other coming events.

Schedule of Events

AL, FAIRHOPE: 17TH MODEL TRAIN SHOW Kindergarten Center, 100 S. Church St. March 21-22, 2009. 9:00am-4:00pm. Admission \$2.00, children (no age limit), military, police, fire FREE. Modular layouts, several scales, train dealers. Herb Kern, 251-660-1659. DXLNDKERN@aol.com

AR, BENTONVILLE: SIXTH ANNUAL GREAT NWA MODEL TRAIN & HISTORICAL MEMORABILIA SHOW Clarion Hotel & Convention Center, 211 SE Walton Blvd. Saturday, February 28, 2009. 9:00am-4:00pm. Admission: \$5.00, children 12 and under free. Contact: Bill Wright, PO Box 3113, Bella Vista, AR 72715. 479-426-1544 (cell), Email: w5mth73@cox.net

CA, BAKERSFIELD: GOLDEN EMPIRE HISTORICAL & MODELING SOCIETY'S ANNUAL MODEL TRAIN SHOW & SWAP MEET Kern County Fairgrounds, 1142 South "P" Street. March 14-15, 2009. Saturday 10:00am-5:00pm, Sunday 10:00am-4:00pm. Admission \$6.00, kids 12 and under free with adult. Doug Wagner 661-331-6695. carldw@aol.com

CT, WILLIMANTIC: CONNECTICUT EASTERN RAILROAD MUSEUM. Windham High School, 355 High Street. March 29, 2009. 10:00am-3:00pm. Donation: Adults \$6.00; Children (8-12) \$1.00; Children (under 8) free. Door prize, handicapped accessible, vendors, free parking, food, operating layouts. Contact: Jeff Laverty, 860-429-7961.

FL, PLANT CITY: H.B. PLANT RAILROAD HISTORICAL SOCIETY TRAIN SHOW AND SWAP MEET Plant City Campus, Hillsborough Community College, John Trinkle Building, 1206 North Park Rd. March 21, 2009. 9:00am-3:00pm. \$6.00, under 17 free w/adult. Contact: Gilbert Thomas, 863-412-3090. Thomas_12399@msn.com or club's website www.hbplantrr.org

IL, DECATUR: DECATUR TRAIN FAIR 2009 Decatur Civic Center, 1 Gary K Anderson Plaza, Corner of Eldorado Street and Franklin Street. April 18-19, 2009. Saturday 10:00am to 5:00pm, Sunday 10:00am to 4:00pm. Adults \$4.00, under 12 free with adult. Steven Bricker 217-864-4397. sabricker@comcast.net

IL, DUPO: THE DUPO TRAIN SHOW. Dupo Community High School Gym, 600 Admiral Trost Drive. Saturday, February 14, 2009. 10:00am-3:00pm. Adults \$3.00, 12 and under free. 19th year! Swap Meet & Layouts. Dirk P. Reynolds, 618-286-3399.

IN, INDIANAPOLIS: THE INDIANAPOLIS MODEL RAILROAD SHOW AND SWAP MEET Manual High School Gymnasium, Saturday, March 7, 2009. 10:00am-3:00pm. Admission \$5.00, children under 6 free. Naptown & White River Model Railroad Club. Open house during show. Contact: Seven Handly, 317-786-8627. Website: <http://www.naptownrr.org>

IN, MICHIGAN CITY: DUNELAND MODEL RR CLUB TRAIN SHOW AND SWAP MEET. IBEW Building, 301 East 8th St. Sunday, February 22, 2009. 10:00am-3:00pm (Chicago time). Adults \$3.00, youths 6-13 \$1.00, 5 and under free. Contact: Don Nagdeman 219-879-1196, dmrcman@sboglobal.net or Dave Novak 219-778-1186, trains86@verizon.net

IN, SOUTH BEND: SJVRR TRAIN SHOW AND SALE South Bend Elks Lodge, 3535 E. McKinley Ave. Our semi-annual train show and sale will be held Sunday, March, 15, 2009. 10:00am-3:00pm. \$4.00 individuals, \$8.00 family. For table information contact David Korkhouse 574-272-6436 or www.sjvrr.com

MA, HINGHAM: SOUTH SHORE MODEL RAILWAY CLUB SPRING OPEN HOUSE/SHOW. Bare Cove Park, Building 51, 19 Fort Hill Street. March 21-22, 2009. 9:00am-4:00pm. Dealers, operating layouts, white elephant table, free parking, handicapped accessible. Adults \$5.00, child/senior \$2.00, 4/under free. Jack Foley, www.ssmrc.org 781-740-2000 Fax: 781-740-8900.

MD, ARCADIA: MARYLAND STEAM HISTORICAL SOCIETY THIRD ANNUAL TRAIN SHOW. Show grounds of the Arcadia Fire Co., located 5 miles north Reisterstown, 3 miles south of Hampstead. March 7, 2009. 9:00am-3:00pm. Admission \$3.00 Children under 12 FREE. For more information www.marylandsteam.org Phone: 410-374-1332.

MI, FARMINGTON HILLS (DETROIT): TRAINORAMA 2009 MODEL RAILROAD RAIL MEMORABILIA FLEA MARKET Costick Community Center, 28600 Eleven Mile Rd. March 22, 2009 10:00am-4:00pm. Admission \$4.00, children under 12 free w/adult. Info: Pierre Willmet, Model Club, PO Box 40225, Redford, MI 48240, 313-565-1027 or 734-953-2546 pierre@hbc-benefitsandeducation.com

MI, WARREN: GRATIOT VALLEY MODEL RAILROAD CLUB SHOW & SALE Macomb Expo Center 14500 East 12 Mile Road. Sunday March 1, 2009. 10:00am-4:00pm. Adults \$5.50, kids under 12 free. 400 vendor tables, clinics, layouts, door prizes, free parking. 586-468-4877 Directions & coupon @ www.gvrr.org

MO, ST. LOUIS: BOEING EMPLOYEES' RAILROAD CLUB SWAP MEET. Greensfelder Recreation Complex at Queeny Park, 550 Weidman Road. March 14, 2009. 10:00am-3:00pm. Admission: \$3.00 (children under 12 free). Tables: \$15.00. Wayne Schimmel, 733 Hwy. Y, Winfield, MO 63389-2206, 636-668-6313 (after 6:30pm Central Time). E-mail: whthetrs@aol.com

NC, GREENSBORO: CAROLINA MODEL RAILROADERS TRAIN SHOW AND SWAP MEET J. Douglas Galyon Depot, Corner of Washington & Church Streets. March 14, 2009. 10:00am-3:00pm. \$5.00 adults, under 12 free. Dealers, large HO layout (under construction) & N scale operating. Contact: stemjob@bellsouth.net or Ben Stenkowski 336-540-1543.

OH, COLUMBUS: OHIO N SCALE WEEKEND. "For N-Scalers by N-Scalers" Franklin County Fairgrounds, Hilliard, Ohio. Presented by Central Ohio N-Trak. Saturday May 2nd 10:00am-5:00pm, Sunday May 3rd 9:00am-3:00pm. Set-up Friday May 1st 1:00pm-8:00pm. Event registration \$10.00. Event info: David White 614-991-4547. dcwizard@wowway.com or visit centralohiontrak.org

OH, KIRTLAND: RAILFEST 2009. Lakeland Community College, Clocktower Drive off SR 306 at exit 193 south on I90. March 14th-15th. 10:00am-4:00pm. \$5.00 admission, \$8.00 two-day pass and couples, \$10.00 family, adults with children under 18. 350+ tables, parking, shuttle service. Rob Bowers 440-942-3039 or raillfest@mcr5.org

TX, LONGVIEW: JUNCTION & EAST TEXAS TRAIN SOCIETY SHOW Longview Exhibition Building, Maude Cobb Convention Center, Jaycee Drive, off Highway 31. Saturday, March 28, 2009 10:00am-5:00pm; Sunday, March 29, 2009 11:00am-4:00pm. \$7.00, under 12 free. Homer Fleischer 903-753-9512, write JETTS, PO Box 6704, Longview, TX 75608.

TX, NEW BRAUNFELS: MODEL RAILROAD "JAMBOREE 2009". New Braunfels Civic Center, 375 S. Castelle Ave. March 21-22, 2009. Saturday, 9:00am-5:00pm and Sunday 10:00am-4:00pm. Admission \$6.00 adults, \$2.00 teens (13-17), \$1.00 child (5-12). Info: www.newbraunfelsrailroadmuseum.org Jerry Garteiser, PO Box 310475, New Braunfels, TX 78131-0475; 830-438-7725. jerryg@gvtc.com

VA, WINCHESTER: WINCHESTER MODEL RAILROAD CLUB TRAIN SHOW AND SALE. Friendship Fire Hall, North Pleasant Valley Road. Saturday, March 14, 2009. 9:00am-2:00pm. Adults \$3.00, children 12 and under free with adult. Club layout, 430 N. Cameron St., open during show. Info: 540-665-9898. www.wmrrc.org

VT, ESSEX JUNCTION: VERMONT RAILS 2009 SHOW. Champlain Valley Exposition, the Northwestern Vermont Model Railroad Association. Saturday, March 21, 2009. 10:00am-4:00pm. Adults \$5.00, children 6-12 \$1.00, children under 6 free. 802-878-1135. Website: www.nvrrrailroad.org

WA, OLYMPIA: OLYMPIA CAPITOL CITY LIONS 24TH ANNUAL ALL SCALES MODEL RAILROAD SWAP MEET. Thurston County Fairgrounds, 3054 Carpenter Road SE. Saturday, March 21, 2009. 10:00am-3:00pm. Adults \$6.00, seniors/students \$4.00, 12 and under free w/adult. Bill Zidel, 5143 Blacktail Ct. NE, Olympia, WA 98516. 360-438-3503. ZIDELRCSD@aol.com

WI, LA CROSSE: LA CROSSE AND THREE RIVERS 28TH ANNUAL MODEL RAILROAD SHOW. La Crosse Center, 2nd and Pearl St. March 21-22, 2009. Saturday 10:00am-6:00pm, Sunday 10:00am-4:00pm. Adults \$5.00, children 11 and under free w/adult. Mark Bell, 6836 State Highway 26, La Crescent, MN 55947. 608-797-4964.

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The Operators

Andy Sperandeo



Ranchers and railroaders help load sheep at Silverton, Colo., on the Denver & Rio Grande Western narrow gauge. William Moedinger photo

Modeling livestock traffic

Stock cars have a place in many of our freight car fleets, and stock pens or stockyards are common models on our layouts. But are we making use of the operational opportunities in livestock traffic? Modeling the details of livestock operations could add movements and interest on many model railroads.

Preparation. Before loading, stock cars had to be cleaned, inspected, repaired as needed, and “bedded.” This last meant putting down a layer of sand, and perhaps also straw or hay, on the floors of the cars.

To model these activities we can switch empty stock cars to a designated cleaning or bedding track, or to a repair track in a nearby yard, for a preparation period before moving them to stock pens or stockyards for loading.

Don’t forget that the sand and hay have to come from somewhere. Deliver occasional carloads of these to supply your livestock operation.

Loading. Obviously we’ll spot stock cars with their doors lined up with the loading chutes. Multiple chutes were ordinarily spaced about 40 feet apart, the length of a typical stock car, so more than one car could be spotted in one move.

If you have more cars to load than chutes, you’ll need an engine standing by to re-spot empties. In the photo above, the locomotive is pulling the stock cars up to the single loading chute one at a time to receive sheep. (Sometimes cars could be re-spotted by gravity, or by men with pinch bars if only a few cars had to be moved.)

The ranchers or “drovers” shipping the stock drove the animals into the cars, but railroaders often helped, including the train crew, station agent, and even the local section gang (track workers) for large shipments.

Shipping charges were based on both weight and distance. If there wasn’t a stock scale where the cars were loaded, they would be weighed at the nearest track scale, another operation you can represent.

Transit. Loaded cars were quickly sent on their way. Most railroads placed blocks of loaded stock cars at the head end of trains to reduce the effects of slack action.

By law, livestock could be kept in the cars for only 28 hours, or 36 with shippers’ waivers. Then the stock had to be unloaded at suitable pens to be fed, watered, and rested for a minimum of five hours.

If your layout is somewhere along a lengthy livestock route, stock-resting pens could be a major industry and a way to keep through freights from getting across your main line too fast.

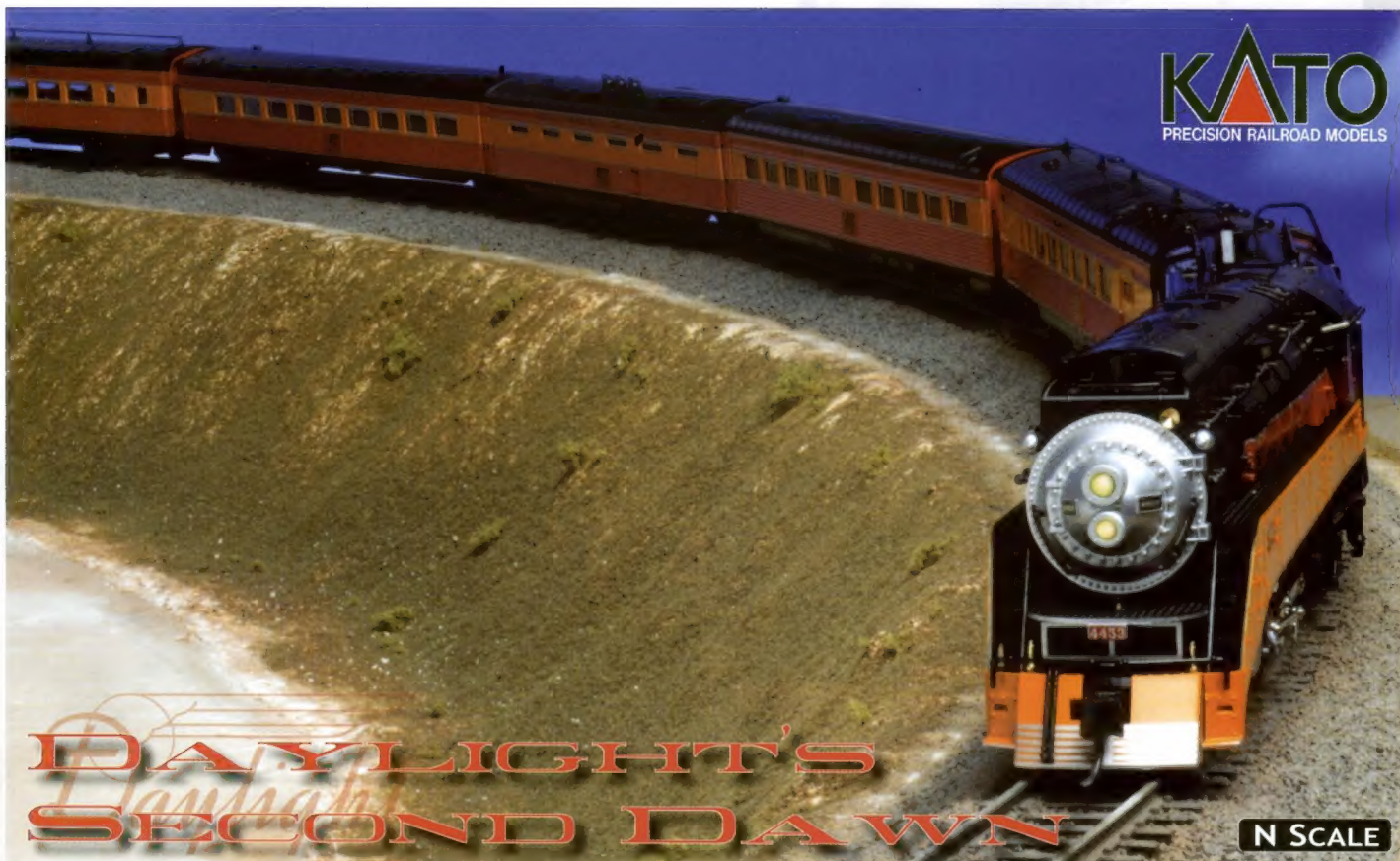
(The 36-hour waiver let the Union Pacific run fast *Daylight Livestock Specials* between Salt Lake City and Los Angeles without rest stops.)

Drovers cars. Shippers could send caretakers (drovers again) along with their stock. When there were only a few, they could ride in the caboose, but several Western roads used special drovers cars for larger groups of riders, which you can add to your stock trains. These included rebuilt or purpose-built open-platform cars on the Santa Fe, long cabooses with extra windows and seats on the Missouri Pacific, and older Harriman arched-roof coaches on the Union Pacific.

Destinations. Most livestock was shipped to large “union” stockyards in places like Omaha, Kansas City, and Chicago. These had slaughterhouses and packing plants adjacent, but stock could also be reshipped from union stockyards to other points. Traffic at these yards was generally as steady as our appetite for meat, but stock movements could be seasonal in various ranching regions.

Another kind of seasonality was the fall movement of stock from summer ranges in high country to winter ranges in the lowlands. Some of the last large stock movements were of this kind: the Denver & Rio Grande Western ran its last fall stock extra in October 1980.

Learn more: Jeff Wilson’s article, “Rolling livestock,” in our special issue *How to Build Realistic Layouts, Industries You Can Model*, pages 48-53, goes into greater detail. I also recommend “Santa Fe’s Livestock Service, History and Operations,” by Matt Zebrowski, in the Third Quarter 2001 issue of the Santa Fe Ry. Historical & Modeling Society’s *Warbonnet* magazine, on sale at atsfrr.net. **MR**



DAYLIGHT'S SECOND DAWN

N SCALE



The Southern Pacific GS-4 #4453 has arrived at last! Another gorgeous locomotive from the Southern Pacific's steam roster, the SP GS-4 #4453 can work in tandem with #4449 to pull train #98 or #99 along the Pacific coastline, the two locomotives trading duties going back and forth between their respective destinations. Increase your enjoyment with the addition of an N Yard Crew Day/Night which includes engineers perfectly sized to fit in the GS-4's detailed cab.

126-0302	N 4-8-4 GS-4 Southern Pacific #4453	\$198
126-0301	N 4-8-4 GS-4 Southern Pacific #4449	\$198
106-060	N Southern Pacific "Morning Daylight" 10 Car Set	\$250
106-6301	N Southern Pacific "Morning Daylight" Artic. Set A	\$50
106-6302	N Southern Pacific "Morning Daylight" Artic. Set B	\$50
106-6303	N Southern Pacific "Morning Daylight" Artic. Set C	\$50
106-6304	N Southern Pacific "Morning Daylight" Artic. Set D	\$50
24-270	N Yard Crew Day/Night	\$12.99
923505	Kinematic Coupler set for Daylight	\$10

#98 and #99: The Trains of the "Morning Daylight"



GS-4 #4453 Pulling Train #99 from Los Angeles to San Francisco, departing 8:15am. This journey will take the 18-car consist past 471 miles of California coastline before arriving at its destination in northern California.



GS-4 #4449 Pulling Train #98 from San Francisco to Los Angeles. The westbound portion of this beautiful train ran southward during the day (all "Daylight" trains were day trains, which is why they lacked sleepers) down to the Los Angeles Union Passenger Terminal (today known simply as "LA Union Station").

 10-Car Base Set  Articulated Add-on Set Optional #923505 Kinematic Couplers pull cars close together without sacrificing turning radius

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Just a few years ago, DCC was a great concept but it was one dimensional. Systems were difficult to operate. They had imposing instruction manuals, some used hexadecimal conversions and decoder adjustment was through a convoluted process using CVs. Onboard sound decoders, 28 NMRA functions and a power supply with each system were all pie in the sky.

User-friendly DCC was an oxymoron. Not anymore.

MRC analyzed market needs and created Prodigy DCC. Elegantly designed, Prodigy systems are so advanced that the most sophisticated features are user-friendly, allowing us to put operating instructions on the back of the handheld.

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No longer intimidating, DCC's popularity grew. Multiple function sound decoders became the rage. And while others are still making 12-function systems, we leapfrogged to 19. Soon, we put a ton of sounds in our decoders. To keep pace, we incorporated NMRA's new 28-function protocol in Prodigy Advance². Even our economy unit, Prodigy Express, boasts 16.

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For our latest DCC innovations visit us at www.modelrectifier.com



HO Scale. (1803) Drop in, dual mode decoder for Walther's/Life-Like PA loco. 28 NMRA functions.



G & 2-Rail O Scale. (1817) 4-prime mover sounds; (1818) 2-prime mover sounds; (1819) Multiple chuff sounds. 5 amp output. 28 NMRA functions



Prodigy Wireless... buy as a stand alone system or as an add-on for owners of Prodigy Express, Prodigy Advance and Prodigy Advance²



Prodigy Express... easily upgradeable, our economy system features 16 accessory functions



Prodigy Advance²... feature-rich, user-friendly



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